MODEL SYMBOL CHART 1

CHASSIS

General Arrangement – T6/T7/T8 F042 2

General Arrangement – T8F064 3

Body Payload Weight Distribution – T6/T7/T8 F042 4

Body Payload Weight Distribution – T8F064 5

Formulas for Calculating Height Dimensions to Top of Frame – Front Axle 6

Formulas for Calculating Height Dimensions to Top of Frame – Rear Axle 7

BODY

Cab Exterior – Front, Rear, Side Views – (Cab Tilt, Bumper, Rear Window, Step Heights, Bumper To BOC, Bumper To Air Induction – Effective CA) 8

Cab Exterior – Mirrors 9

Cab Exterior – Door Swings 10

Cab Interior – Seating 11

FRAME

General Information 12

Section Modulus 12

Yield Strength 12

Resisting Bending Moment (RBM) 12

Frame Rail – Material and Weldability 13

Body Mounting Concerns 14

Single Axle Medium Duty Conventional 14

Strength 15

Frame Material Properties 16

Frame Lengths with Reinforcements 17

Frame Lengths with Reinforcements – Charts (042) 18

FRAME – (Continued)
Frame Lengths with Reinforcements – Charts (064) 19
Frame and Crossmember Locations (042) 20
Frame and Crossmember Locations (064) 21
AXLE/SUSPENSION
Front Axle Track and Suspension Drawing 22
Front Axle Track Charts 23
Front Suspension Charts 24
Rear Axle and Suspension – Drawing (042) 25
Rear Axle and Suspension – Formulas (042) 26
Rear Axle / Suspension – Chart (042) Option Description and Bottom of Differential Bowl 27
Rear Axle / Wheel – Chart (042) Track Widths 28
Rear Axle / Suspension – Chart (042) Heights 29
Rear Axle / Suspension – Chart (042) Heights 30
Rear Axle and Suspension – Drawing (064) 31
Rear Axle and Suspension – Formulas (064) 32
Rear Axle / Suspension – Chart (064) Option Descriptions, Bottom of Differential Bowl and Heights 33
BRAKES
Air Tank Location – (042) Truck – RQ2 34
Air Tank Location – (042) Tractor – RQ3 35
Air Tank Location – (064) Truck – RQ2 36
Air Tank Location – (064) Tractor – RQ3 37
BATTERY BOX LOCATION 38
FUEL TANKS
Dual 50 Gallon (opt. NJ8) & Single 50 Gallon LH (opt. NK8) 39
Dual 50 Gallon LH and 25 Gallon RH (opt. NJ7) & Single 50 Gallon LH (opt. NK6) 40

AIR INDUCTION 41

EXHAUST

Single Horizontal Exhaust w/RH exit tailpipe & cooler, opt. N1B & 7.8 Isuzu Diesel LHP & 140˝ WB opt. FQT 42

Single Horizontal Exhaust w/RH exit tailpipe & cooler, opt. N1B & 7.8 Isuzu Diesel HHP & 140˝ WB opt. FQT 43

Single Horizontal Exhaust, opt. NB5 & 7.8 Isuzu Diesel LHP & 152˝ and longer WB 44

Single Horizontal Exhaust, opt. NB5 & 7.8 Isuzu Diesel HHP & 152˝ and longer WB 45

Exhaust LH Vertical DPF, Tailpipe and Heat Shield – Exhaust opt. NEP, with Engine opt. LF8, 7.8L LHP Isuzu 46

Exhaust LH Vertical DPF, Tailpipe and Heat Shield – Exhaust opt. NEP, with Engine opt. LF8, 7.8L HHP Isuzu 47

Horizontal Tailpipe, Nozzle, Hangers and Cooler – opt. LF8, 7.8L Isuzu 48

PTO

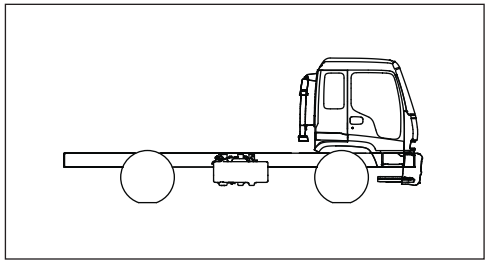
Manual Transmission PTO Location Charts 49

Automatic Transmission PTO Location Charts 50

WHEEL & TIRE SPECIFICATIONS ..... QUICK LINKS – www.gmfleet.com/See Medium Duty Online Order Guide/ Technical Data/Gray Tabs

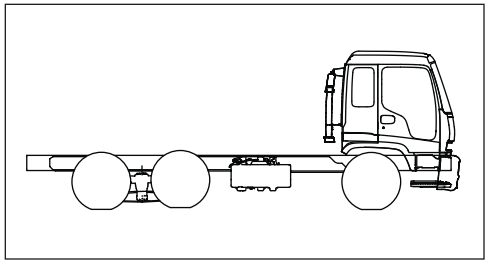
MODEL & OPTIONS WEIGHTS ..... QUICK LINKS – www.gmfleet.com/See Medium Duty Online Order Guide/ select model/CALCULATORS

MODEL SYMBOL CHART



T Series – 2-wheel drive

T6F042
T7F042
T8F042



T Series – Tandem

T8F064

MODEL DESIGNATOR KEY:

Position	1	2	3	4	5	6, 7
	Division	Model Line	GVW Range	Cab Style	Constant	Chassis Type
	not shown				0	

Division:
C = Chevrolet
T = GMC
J = Isuzu

Chassis Type:
42 = 2 wheel drive
64 = Tandem

General Information:

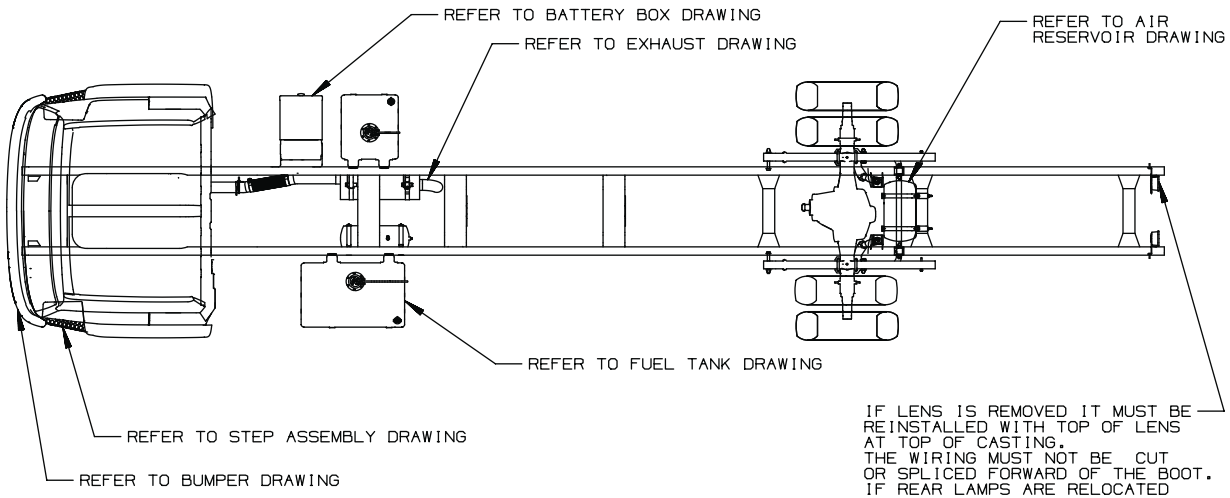
RPO Code	VDS Books
X88 = Chevrolet	11 = Family 3
Z88 = GMC	11 = T Series
Z89 = Isuzu	

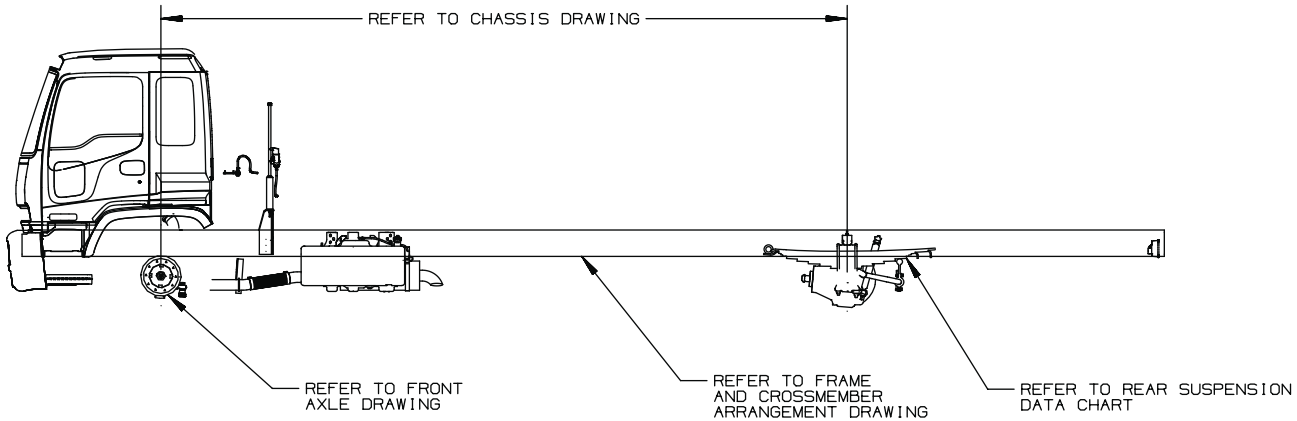
Model Line:
T = T Series

GVW Range:
6 = 19501 - 26000
7 = 26001 - 33000
8 = Over 33000

Cab Style:
F = Tilt

General Arrangement – T6/T7/T8 F042


REFER TO BATTERY BOX DRAWING
REFER TO EXHAUST DRAWING
REFER TO AIR RESERVOIR DRAWING
REFER TO FUEL TANK DRAWING
REFER TO STEP ASSEMBLY DRAWING
REFER TO BUMPER DRAWING
IF LENS IS REMOVED IT MUST BE REINSTALLED WITH TOP OF LENS AT TOP OF CASTING.
THE WIRING MUST NOT BE CUT OR SPLICED FORWARD OF THE BOOT.
IF REAR LAMPS ARE RELOCATED THE NEW LAMP POSITION MUST COMPLY WITH FMVSS 108


REFER TO CHASSIS DRAWING
REFER TO FRONT AXLE DRAWING
REFER TO FRAME AND CROSSMEMBER ARRANGEMENT DRAWING
REFER TO REAR SUSPENSION DATA CHART

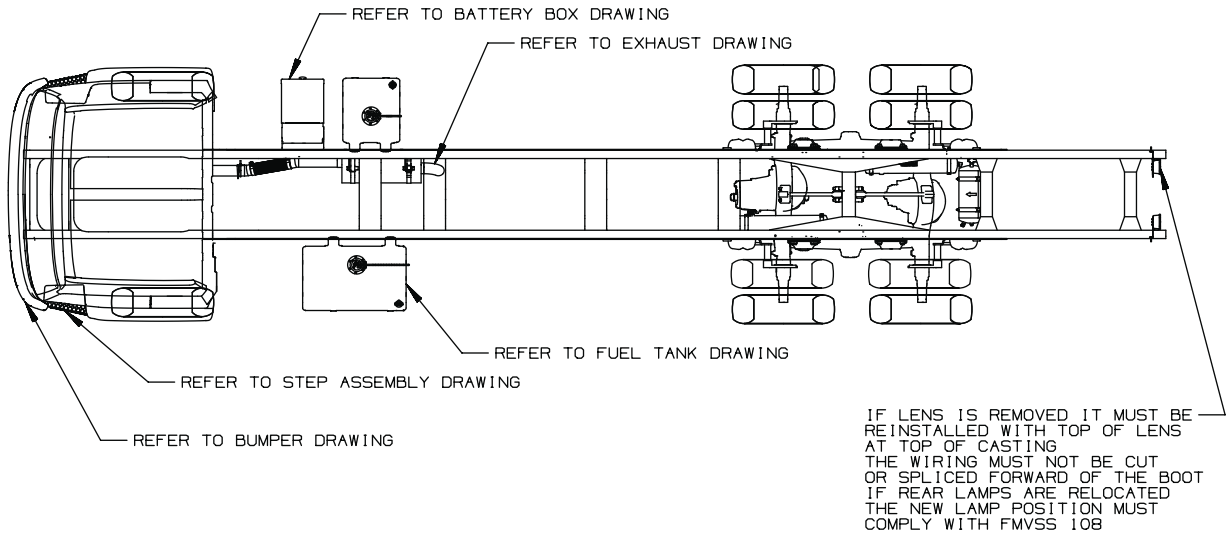
SHOWN: T8F042 COMERCIAL TRUCK

FOR: T6/7/8F042

RPO	RPO DESCRIPTION
EK7	WHEELBASE
FM0	FRONT SUSPENSION
GP1	REAR SUSPENSION
JE4	BRAKES
LG4	ENGINE
NB5	EXHAUST
NK6	FUEL TANK

TD006041a

General Arrangement – T8F064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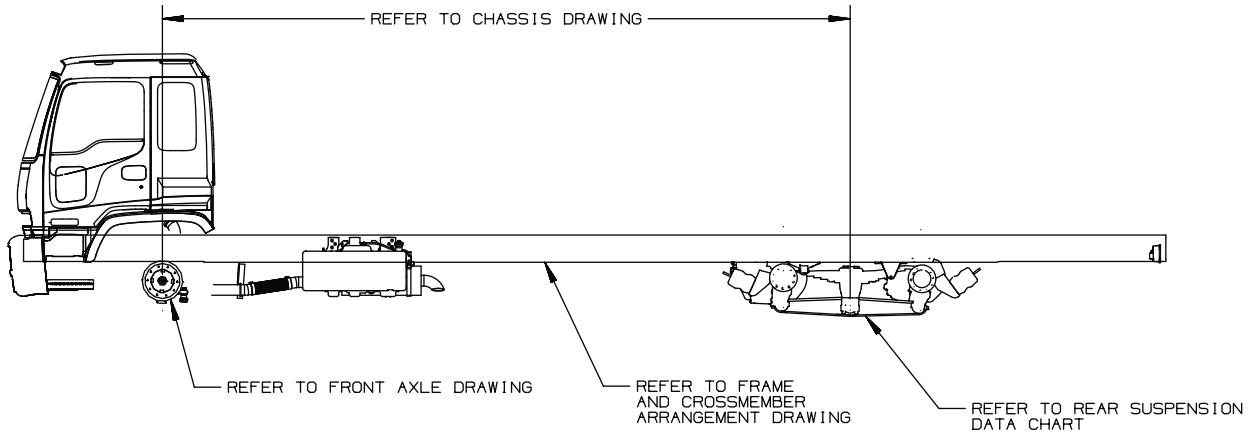
REFER TO STEP ASSEMBLY DRAWING
REFER TO BUMPER DRAWING
IF LENS IS REMOVED IT MUST BE REINSTALLED WITH TOP OF LENS AT TOP OF CASTING
THE WIRING MUST NOT BE CUT OR SPLICED FORWARD OF THE BOOT
IF REAR LAMPS ARE RELOCATED THE NEW LAMP POSITION MUST COMPLY WITH FMVSS 108


REFER TO CHASSIS DRAWING
REFER TO FRONT AXLE DRAWING
REFER TO FRAME AND CROSSMEMBER ARRANGEMENT DRAWING
REFER TO REAR SUSPENSION DATA CHART

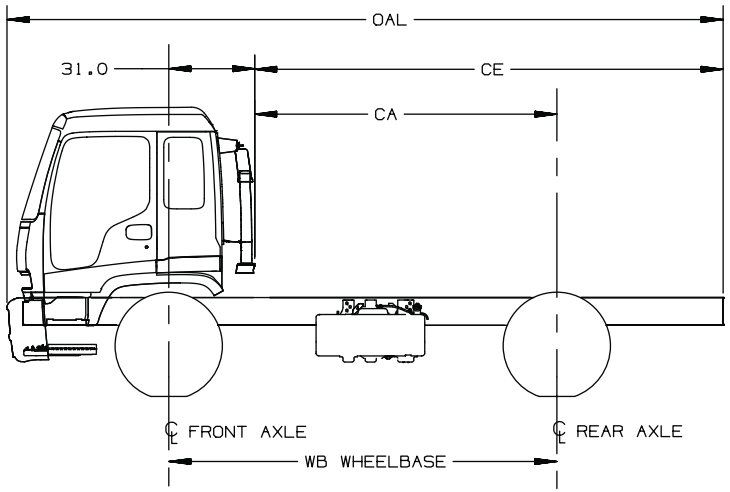
SHOWN: T8F064 COMERCIAL TRUCK

FOR: T8F064

RPO	RPO DESCRIPTION
EK7	WHEELBASE
FM0	FRONT SUSPENSION
GNS	REAR SUSPENSION
JE4	BRAKES
LG4	ENGINE
NB5	EXHAUST
NK6	FUEL TANK

TD006041b

Body Payload Weight Distribution – T6/T7/T8 F042



NOTES:
* PERCENTAGES ALLOWED FOR 3" CB (CAB TO BODY CLEARANCE) AND ARE BASED ON EVEN DISTRIBUTION OF WEIGHT (FORMULA: (CA-CB-1/2BL)/WB CGA OR % FRONT AXLE)

** EFFECTIVE LENGTH IN WHICH FRONT AXLE LOAD IS 6% OR LESS IS NORMALLY POOR DISTRIBUTION

T6/7/8F042 BODY-PAYLOAD WEIGHT DISTRIBUTION (% FRONT / % REAR) *

DIMENSIONS (IN)				** BODY LENGTHS (FT)												
WHEELBASE	CA	CE	OAL	10	12	14	16	18	20	22	24	26	28	30	32	34
EC9/128	[97.0]	[150.9]	[240.2]	26/74	16/84	7/93										
FQT/140	[109.0]	[169.0]	[258.4]	32/68	24/76	15/85	6/94									
EG9/152	[121.0]	[186.9]	[276.3]		30/70	22/78	14/86	6/94								
EH8/170	[139.0]	[214.1]	[303.4]			30/70	23/77	16/84	9/91							
EK8/188	[157.0]	[241.0]	[330.4]				30/70	24/76	18/82	11/89						
EM2/200	[169.0]	[258.9]	[348.3]					29/71	22/78	17/83	10/90					
EL5/212	[181.0]	[277.1]	[366.4]					33/67	27/73	21/79	16/84	10/90				
EK6/224	[193.0]	[295.0]	[384.3]						31/69	25/75	20/80	15/85	9/91			
EG7/236	[205.0]	[313.1]	[402.5]							29/71	24/76	19/81	14/86	9/91		
ES5/248	[217.0]	[331.0]	[420.4]							33/67	28/72	23/67	18/82	13/87	8/92	
EK7/260	[229.0]	[349.1]	[438.5]								31/69	27/73	22/78	17/83	13/87	8/92

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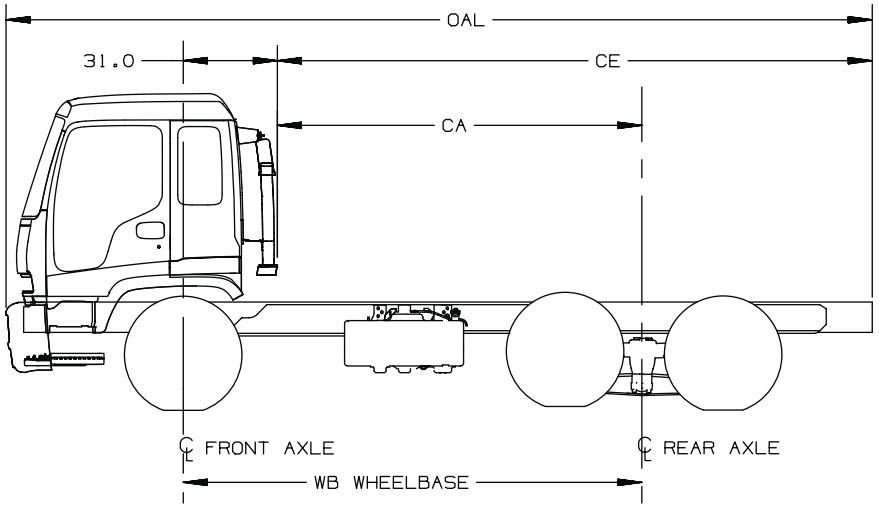
FOR: GMT560, T6/7/8F042, 2003

FOR MILLIMETER CONVERSION MULTIPLY X 25.4

TD006055a

Body Payload Weight Distribution – T8F064



NOTES:
* PERCENTAGES ALLOWED FOR 3" CB (CAB TO BODY CLEARANCE) AND ARE BASED ON EVEN DISTRIBUTION OF WEIGHT (FORMULA: (CA-CB-1/2BL)/WB CGA OR % FRONT AXLE)

** EFFECTIVE LENGTH IN WHICH FRONT AXLE LOAD IS 6% OR LESS IS NORMALLY POOR DISTRIBUTION

T8F064 BODY-PAYLOAD WEIGHT DISTRIBUTION (% FRONT / % REAR) *

DIMENSIONS (IN)				** BODY LENGTHS (FT)								
WHEELBASE	CA	CE	OAL	16	18	20	22	24	26	28	30	32
EG9/152	[121.0]	[195.9]	[285.3]	14/86	6/94							
EH8/170	[139.0]	[214.1]	[303.4]	23/77	16/84	9/91						
EK8/188	[157.0]	[241.0]	[330.4]	30/70	24/76	18/82	11/89					
EM2/200	[169.0]	[258.9]	[348.3]		29/71	22/78	17/83	10/90				
EL5/212	[181.0]	[277.1]	[366.4]			27/73	21/79	16/84	10/90			
EK6/224	[193.0]	[295.0]	[384.3]			31/69	25/75	20/80	15/85	9/91		
EG7/236	[205.0]	[313.1]	[402.4]				29/71	24/76	19/81	14/86	9/91	
ES5/248	[217.0]	[331.0]	[420.4]				33/67	28/72	23/77	18/82	13/87	8/92
EK7/260	[229.0]	[349.1]	[438.5]					31/69	27/73	22/78	17/83	13/87

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FOR: GMT560, T8F064, 2003

FOR MILLIMETER CONVERSION MULTIPLY X 25.4

TD006055b

Formulas for Calculating Height Dimensions to Top of Frame – Front Axle

Sample Data:

Model	Tire	Tire Loaded Radius	LH	C	D
T7F042	275/80R22.5G (XSH) R4L/S3L (Michelin) S4L	18.6"	9.69"	7.35"	5.75"

Frame Reinforcement RPO	Wheelbase	Suspension RPO	Axle RPO
F20	152" (EG9)	F28 (12,000 lb)	FS7 (12,000 lb)

Formulas:

CH = C + Tire Static Loaded Radius + LH CH = 7.35" + 18.6" + 9.69" = 35.64"
DH = D + Tire Static Loaded Radius + LH DH = 5.75" + 18.6" + 9.69" = 34.04"

Definitions:

C – Centerline of axle to bottom inside of rail at curb position
D – Centerline of axle to bottom inside of rail at design load
LH – Distance from the bottom inside rail to the top of the rail

NOTE: For Tire, Static Loaded Radius (SLR) / QUICK LINKS – www.gmfleet.com /
See Medium Duty Online Order Guide / select Technical Data/Gray Tab from the upper tool bar /
select Wheel-Tire Specification / select print to view.
For the C & D values see the Front Axle and Suspension Chart.
For the LH values see the Frame Length with Reinforcements section.

Step Height Dimensions:

When calculating step height dimensions see the step assembly location, and the frame drawings for values.

Formulas for Calculating Height Dimensions to Top of Frame – Rear Axle

Sample Data:

Model	Tire	Tire Loaded Radius	LH	C	D
T7F042	275/80R22.5G (YSH) S3H (Michelin) S4L	19.0"	9.69"	11.41"	7.94"

Frame Reinforcement RPO	Wheelbase	Suspension RPO	Axle RPO
F20	152" (EG9)	GNB (21,000 lb)	HPN (21,000 lb)

Formulas:

CH = C + Tire Static Loaded Radius + LH CH = 19.0" + 11.41" + 9.69" = 40.11"
DH = D + Tire Static Loaded Radius + LH DH = 19.0" + 7.94" + 9.69" = 36.63"

Definitions:

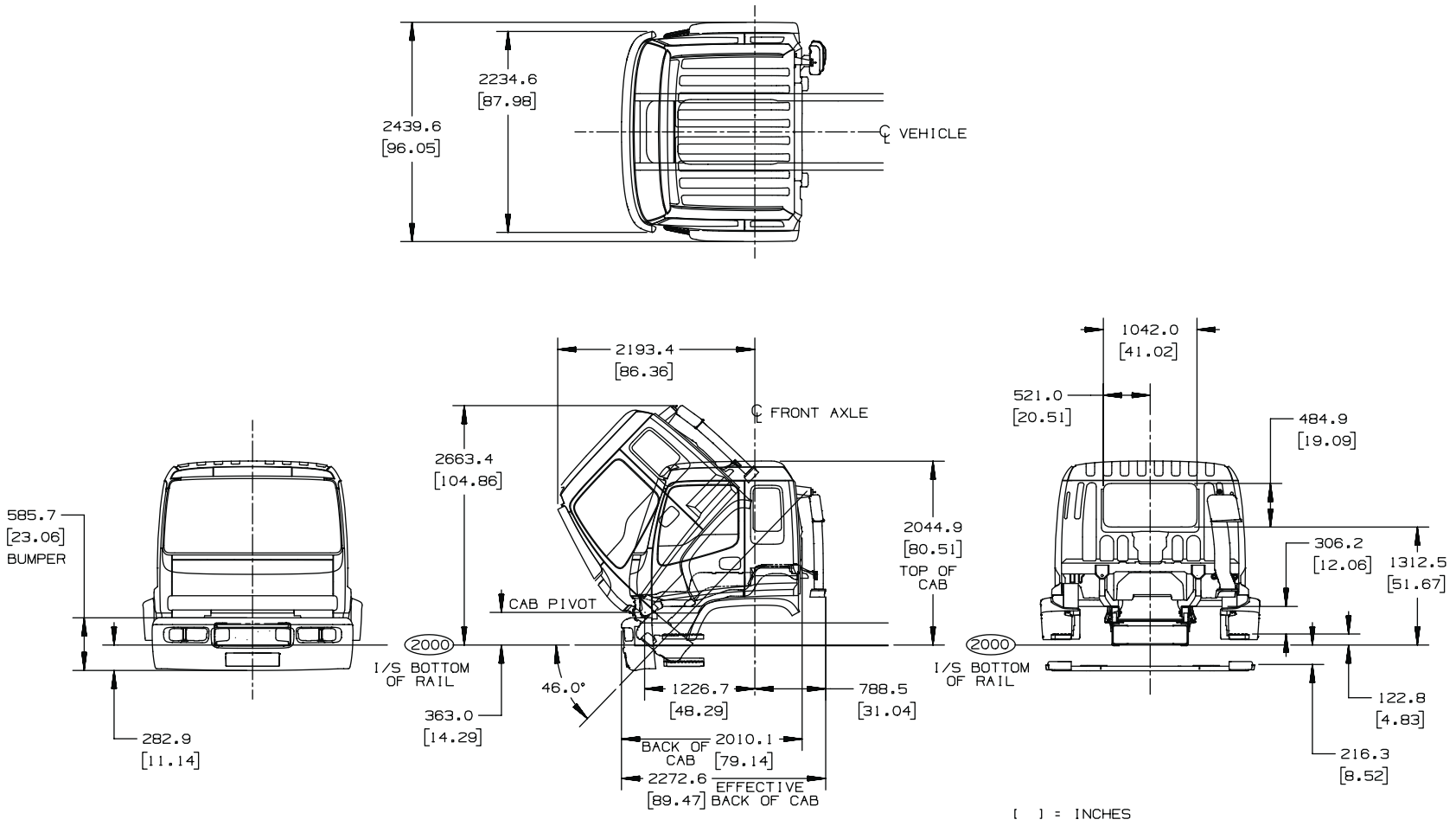
C – Centerline of axle to bottom inside of rail at curb position
D – Centerline of axle to bottom inside of rail at design load
LH – Distance from the bottom inside rail to the top of the rail

NOTE: For Tire, Static Loaded Radius (SLR) / QUICK LINKS – www.gmfleet.com /
See Medium Duty Online Order Guide / select Technical Data/Gray Tab from the upper tool bar /
select Wheel-Tire Specification / select print to view.
For the C & D values see the Rear Axle and Suspension Chart.
For the LH values see the Frame Length with Reinforcements section.

Step Height Dimensions:

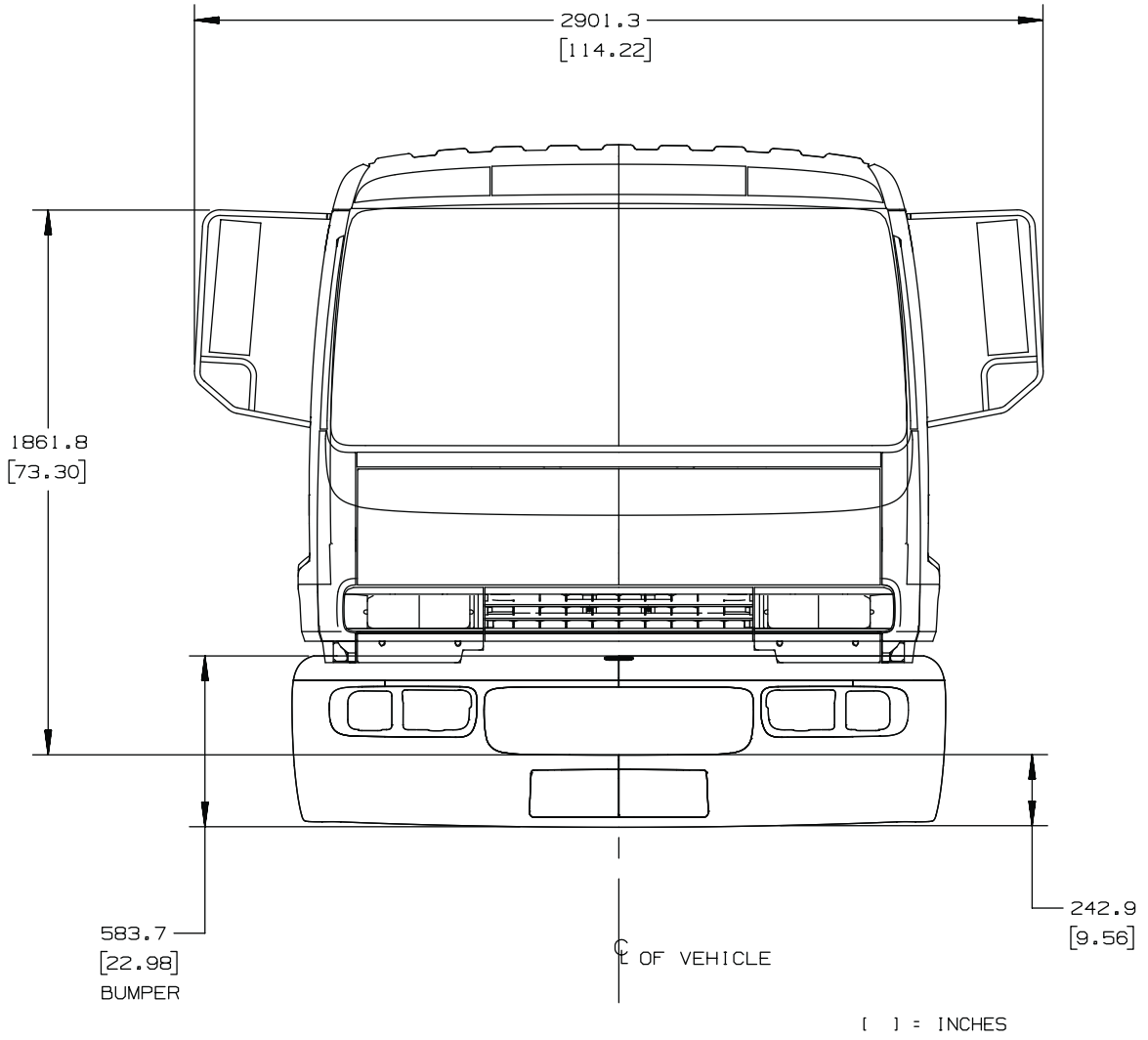
When calculating step height dimensions see the step assembly location, and the frame drawings for values.

Cab Exterior – Front, Rear, Side Views – (Cab Tilt, Bumper, Rear Window, Step Heights, Bumper To BOC, Bumper To Air Induction – Effective CA)



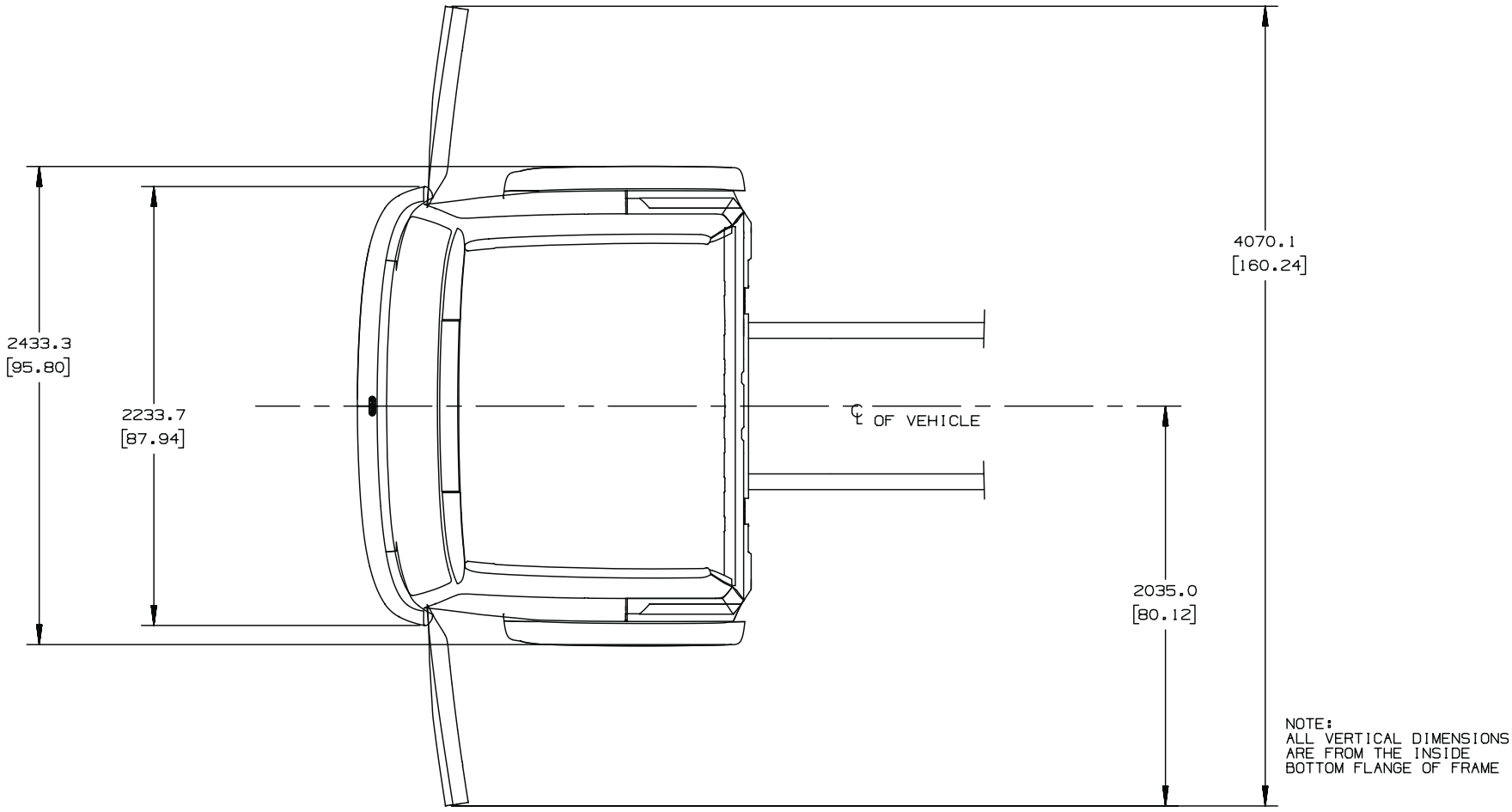
TD006045a

Cab Exterior – Mirrors



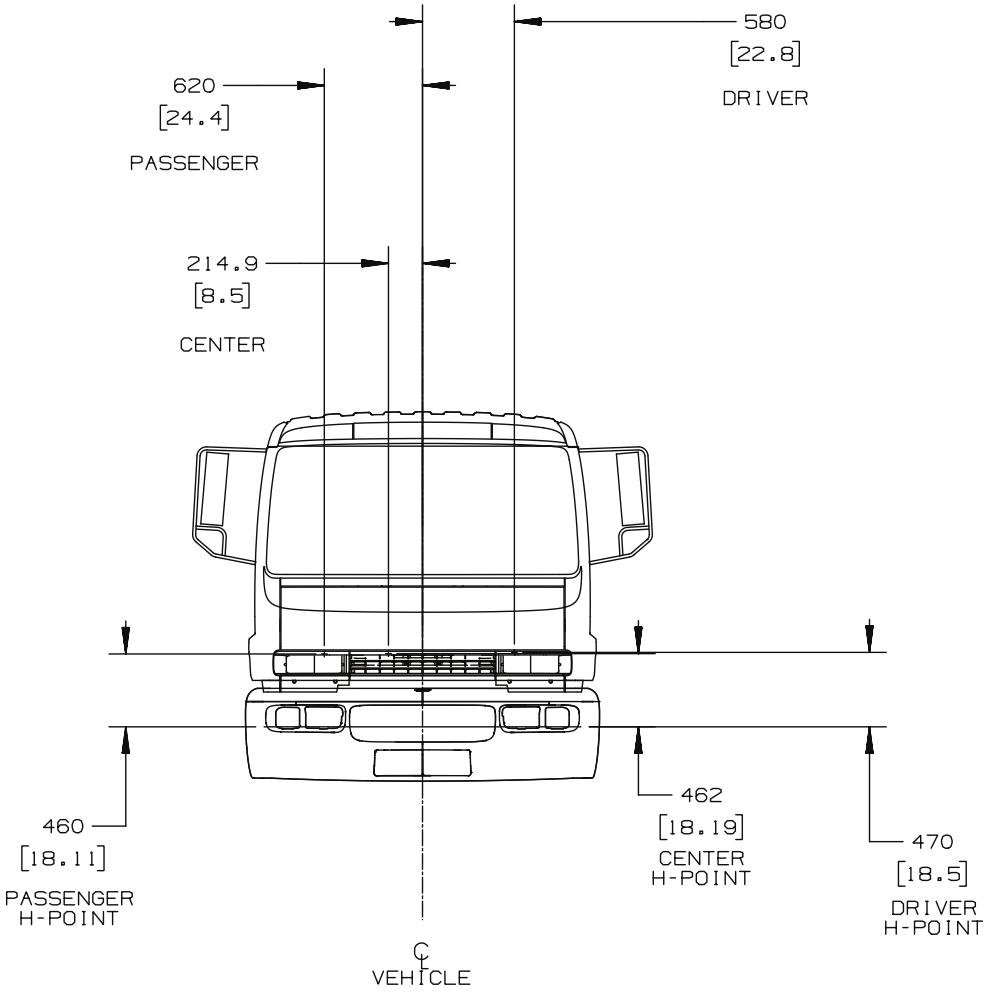
TD006045b

Cab Exterior – Door Swings



TD006045c

Cab Interior – Seating



GMT560 T-SERIES CAB INTERIOR

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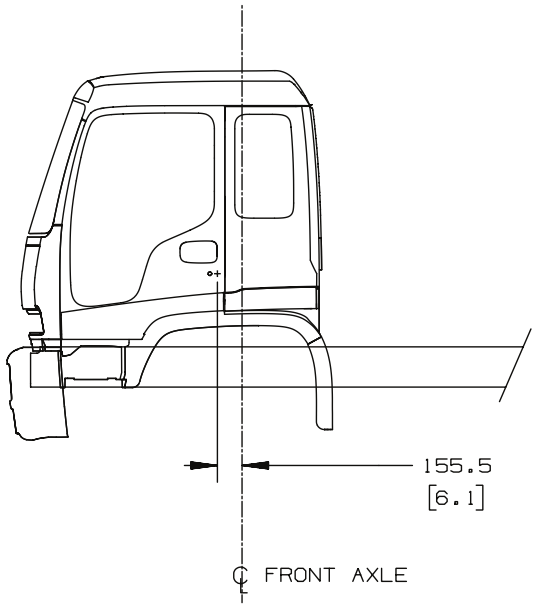


NOTE:
ALL VERTICAL DIMENSIONS
ARE FROM THE INSIDE
BOTTOM FLANGE OF FRAME

TD006044.3

General Information

Section Modulus

- Section modulus is a measure of the frame strength based solely on the height, width, thickness, and configuration of the side rails. It is calculated at the point of maximum stress, which is usually directly behind the cab.
- Section modulus is not a measure of material strength and can only be used by itself to compare frames of like materials.
- Frame reinforcements will increase the section modulus because they increase the strength by adding to the thickness of the section.
- Consult the Frame Properties for all section modulus ratings.

Yield Strength

- Yield strength is a measurement of the frame material's strength. It is maximum load (PSI) that can be placed on the material and still have it return to its original position when the load is removed without being bent out of shape.
- It can be used only to compare frames of identical section. Two yield strength frames are available for the T-Series. They are 80,000 psi (551,600 kPa) and 120,000 psi (827,400 kPa).

RBM-Resisting Bending Moment

- Since Section Modulus can only be used to compare frames of like materials and yield strength can only indicate relative strengths of identical frames, some measurement is necessary to compare frames of different materials and different sections. The RBM, or Resisting Bending Moment, can be used for this comparison as it utilizes section modulus and yield strength in its makeup.
- **RBM = Section Modulus x Yield Strength**
- This measurement will show that a smaller section frame of higher strength steel will be just as strong as a larger section frame of lower strength of steel.
- It is readily apparent that both section modulus and yield strength are equally important so that their product, RBM, is the correct figure to use for frame comparisons. The RBMs for all standard and optional frames are shown on the Frame Properties charts.
- Frames are designed to torsional stiffness and beaming criteria as well as fatigue strength.

General Information (continued)

Frame Rail – Material and Weldability

- The frames on GM Trucks are built for strength, durability, and adaptability. They are available in tensile strengths of 80,000 psi (551,600 kPa) and 120,000 psi (827,400 kPa) ratings.
- The 80,000 psi (551,600 kPa) frames are made from hot rolled steel that is pierced and formed to produce a finished side rail. Following the procedure outlined in the GM Truck Service Manual these frames can be subjected to welding without affecting frame integrity.
- The 120,000 psi (827,400 kPa) frame rails are made from steel with an initial yield strength of 35,000-40,000 psi. The chemistry of the steel is slightly different to allow for better handling characteristic.Because the heat treating operation causes molecular movement in the steel, the only holes pierced in the side rails prior to heat treating are near the front-end hole. Growth can be predicted in this area and adjustments in hole placement can be made accordingly. The balance of the required holes are pierced in the frame rail after heat treating.
- The 120,000 psi (827,400 kPa) frame rails are heat treated by an electric induction heat treating process. During this process, the formed side rails are moved through a series of three induction coils and brought to a temperature of about 1650° F, (898.9° C). Once at this temperature, the side rail passes through a cold-water quench. After the frame goes through the cold-water quench, it is very hard but also brittle. Thus, the rails continue to roll through the final “tempering” electric coil and are brought to a temperature of about 900° F, (482.2° C). Then the frame is allowed to cool to room temperature. This tempering operation “draws” some of the hardness out of the material, but it now becomes very tough and durable. Once through the tempering operation, the side rail passes through a “shot peen” operation. This process hurls millions of 1/8-inch, (0.3175 cm), diameter spherical-shaped balls at the side rails. Shot peening significantly increases the fatigue life of the frame rail, as well as providing a clean surface.
- Welding should not be preformed on the heat treated 120,000 psi (827,400 kPa) frame rails. Welding depends on heat for a good adherence. Applying heat or welding on hardened side rails will create a “soft zone” where the heat was applied. Since the heated area is now softer than the balance of the side rail, the general area would become more susceptible to failure of the frame rail.

General Information (continued)

Body Mounting Concerns

- The great variety of truck bodies and applications is difficult to appreciate. GM has tried to offer frame equipment suitable for the greatest number of configurations, but some concerns do exist. To assist sales personnel and customers, we remind everyone to review and follow data presented in:
  - TRUCK BODY BUILDER BOOK Located at gmupfitter.com
  - SERVICE MANUAL
  - OWNERS MANUAL
- Each publication contributes to an understanding of the complex issues of good vehicle / body application.
- The amount of load carried by the front axle is the most significant consideration. Front Gross Axle Weight Ratings (FGAWR) are sometimes controlled by the frame.
- The front frame limit is defined by wheelbase and frame choice for each model. The attachment method and the structural character of the body will also affect the final vehicle performance.
- Based on experience, GM has determined that **the first body mounting point should be within 12 inches or (30.5 cm) of the Back-of-Cab.** This will assure that ride, handling and load carrying ability are maintained for high customer satisfaction.

Single Axle Medium Duty Conventional

- T6500 single-axle model frames feature straight full-channel side rails over the total length of the frame. Channel type crossmembers are web mounted to leave side rail flanges clear for body mounting.
- T7500 single-axle model frames are similar to the T6500 frames.
- Optional heat-treated sidemembers (F06) are also available on T7500 truck (RQ2) models.
- “L” shaped reinforcements are available to increase the section modulus.
- Heat-treated sidemembers (F06) and “L” shaped reinforcements are standard for tractor (RQ3).
- Rear side rail taper is standard for tractor.

General Information (continued)

Strength

- The frame has a straight, full-depth, C-shaped side member rail design and a ladder-type frame assembly.
- The overall frame length on sizes similar to those previously offered has increased by about 1 inch or (2.54 cm) to accommodate a slight increase in front overhang (related to improved aerodynamics and visibility).
- Basic frame dimensions.
- The T6500-T7500 Series models (unlike the 4500-5500 Series) allow customers to select the frame strength they want and tailor it to their particular requirements.
- The (RPO F05) 8mm thick frame with 80,000 psi (551,600 kPa), strength is available on all single-axle trucks. Because of its widespread availability and strength, it has, by far, been the most popular choice, accounting for nearly 80 percent of total frame selection.
- The (RPO F06) 8mm thick frame with 120,000 psi (827,400 kPa) strength is available on all wheelbase models. It is now also the standard frame for the tandem axle models and tractor models. This provides more value (extra strength) for customers and simplifies manufacturing for GM.
- The frame crossmembers all have a 50,000 psi (344,750 kPa) material strength. Their thickness varies, depending on their application.
- Customers can also choose frame reinforcements for extra strength to meet their GVW/gross axle weight rating (GAWR) needs.
- The reinforcements can make a considerable difference in front axle loading capability. For example, if a customer selects a 224-inch (569 cm) wheelbase and (RPO F05) frame, the maximum load rating allowed on the front is 12,000 pounds (5443 kg). Adding the L-shaped frame reinforcement option increases front axle load rating 14,600 pounds (6622 kg).
- Basically, the “L” shaped reinforcement gives the 8mm-thick/80,000-psi frame a front axle load rating equal to a 8mm thick/120,000 psi (827,400 kPa) strength frame.
- The T6500-T7500 Series offer two frame reinforcements. Both have the “L” shaped (with the flange at the bottom) to fit this Series' particular design requirements. Both are also 8mm thick.
- (RPO F08) and (RPO FSA) with 80,000 psi (551,600 kPa) strength “L” shaped reinforcement on the T6500-T7500 single-axle truck models.
- (RPO F20) and (RPO FSC) which are made of heated treated material to match the heat-treated frame option.
- RPO F08 and F20 start under the cab and run to approximately the rear of the rear spring hanger.
- RPO FSA and FSC start under the cab and run to the end of the rail.

Frame Material Properties

Frame Material and Physical Properties	T6500 & T7500 Single-Axle Truck Models	T7500 Models
	Frame RPO "F05"	Frame RPO "F06"
Material Steel No. or Type	SAE J1392 (-080 XLF)	H.T. SAE 1027
Material Thickness – in. (mm)	0.32 (8)	0.32 (8)
Min. Tensile or Ultimate Strength psi (kPa)	Physical Properties: 95,000 (655,000)	125,000 (861,800)
Minimum Yield Strength psi (kPa)	80,000 (551,600)	120,000 (827,400)
(Rated Yield Strength x Section Modulus)	Resisting Bending Moment (RBM) 80,000 x SM	120,000 x SM
Section Modulus in^3 (cm^3)	12.69 (208)	12.69 (208)
Rated RBM	1,015,000	1,522,800
Frame Reinforcements Available		
Optional Reinforcement RPO	F08 or FSA	F20 or FSC
Reinforcement Type	"L" Shape	"L" Shape
Material Thickness – in. (mm)	0.32 (8)	0.32 (8)
Combined Section in^3 (cm^3)	24.23 (397)	24.23 (397)
Rated Combined RBM	1,938,000	2,907,600

* Grade 80 is rated equivalent to Heat Treated SAE 1027

**SECTION MODULUS BASED ON Square C-Channel. (Actual parts contain radius)

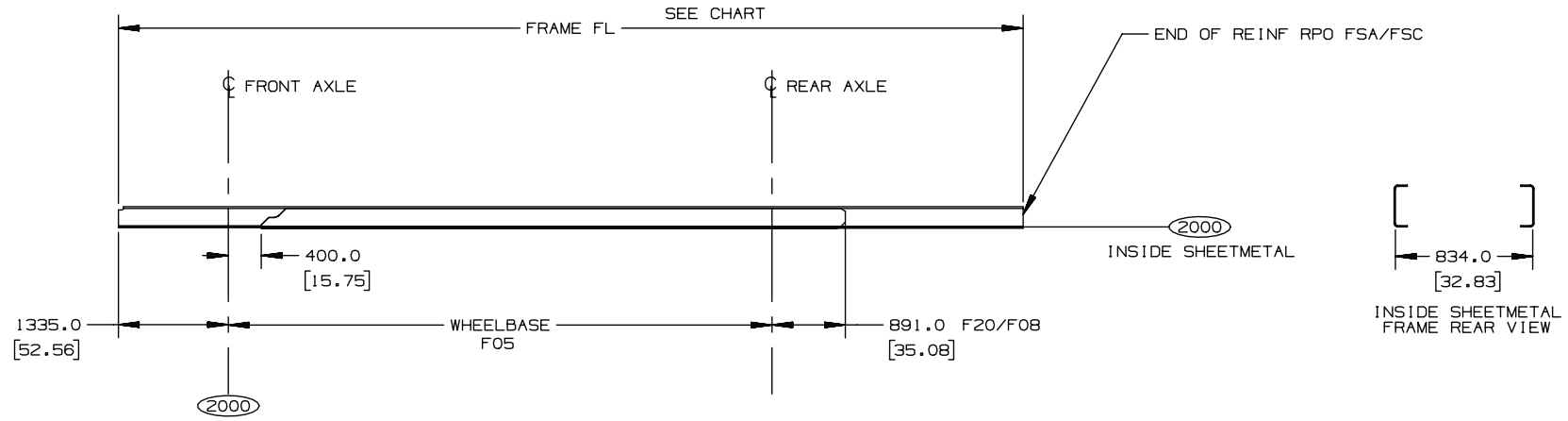
110K Heat Treated Versus 80K HSLA

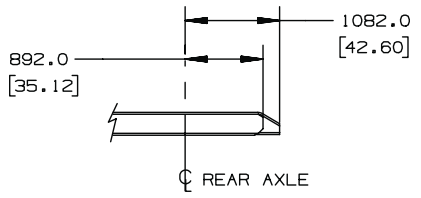
GM Truck is the only major OEM to offer 80K HLSA material on all T-Series.

This offering is based on fatigue testing which shows equivalency to heat treated steel.

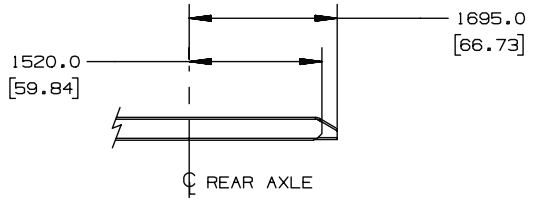
Frames fail in fatigue, not yield, and therefore the materials are equivalent with respect to service life.

Frame Lengths with Reinforcements

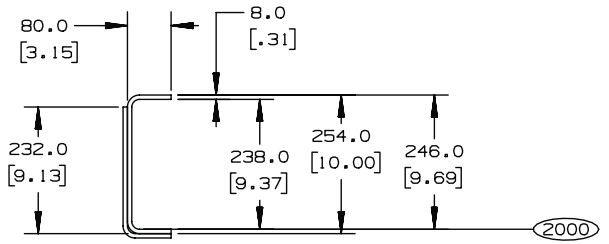




PARTIAL VIEW
SINGLE
REAR AXLE & RQ3 WHEELBASE EH8



PARTIAL VIEW
TANDEM
REAR AXLE & RQ3 WHEELBASE EM2



SECTION A-A
REINFORECEMENT RPOS F20/FSC/F08/FSA
WHEELBASE EK7
T6F042 T7F042 T8F064
ALL REINFORCEMENT THICKNESS ARE 8.0MM
ALL FRAME THICKNESS ARE 8.0MM

[ ]= INCHES

TD006051a

Frame Lengths with Reinforcements – Charts (042)

MODEL	WHEELBASE	FRAME	FRAME REINF	FRAME FL W/RQ2	FRAME FL W/RQ3
T6F042 T7F042 T8F042	EC9 128	F05	F08/FSA	5955.0 (234.4)	———
		F05	F20/FSC	5955.0 (234.4)	5665.0 (223.0)
	FQT 140	F05	F08/FSA	6415.0 (252.6)	———
		F05	FSC	6415.0 (252.6)	———
		F05	F20	6415.0 (252.6)	5970.0 (235.0)
	EG9 152	F05	F08/FSA	6870.0 (270.5)	———
		F05	FSC	6870.0 (270.5)	———
		F05	F20	6870.0 (270.5)	6275.0 (247.0)
	EH8 170	F05	F08/FSA	7560.0 (297.6)	———
		F05	FSC	7560.0 (297.6)	———
		F05	F20	7560.0 (297.6)	6735.0 (265.2)
	EK8 188	F05	F08/FSA	8245.0 (324.6)	———
		F05	F20/FSC	8245.0 (324.6)	———
	EM2 200	F05	F08/FSA	8700.0 (342.5)	———
		F05	F20/FSC	8700.0 (342.5)	———
	EL5 212	F05	F08/FSA	9160.0 (360.6)	———
		F05	F20/FSC	9160.0 (360.6)	———

MODEL	WHEELBASE	FRAME	FRAME REINF	FRAME FL W/RQ2	FRAME FL W/RQ3
T6F042 T7F042 T8F042	EK6 224	F05	F08/FSA	9615.0 (378.5)	———
		F05	F20/FSC	9615.0 (378.5)	———
	EG7 236	F05	F08/FSA	10075.0 (396.7)	———
		F05	F20/FSC	10075.0 (396.7)	———
	ES5 248	F05	F08/FSA	10530.0 (414.6)	———
		F05	F20/FSC	10530.0 (414.6)	———
	EK7 260	F05	F08/FSA	10990.0 (432.7)	———
		F05	F20/FSC	10990.0 (432.7)	———

[ ]= INCHES

TD006051b

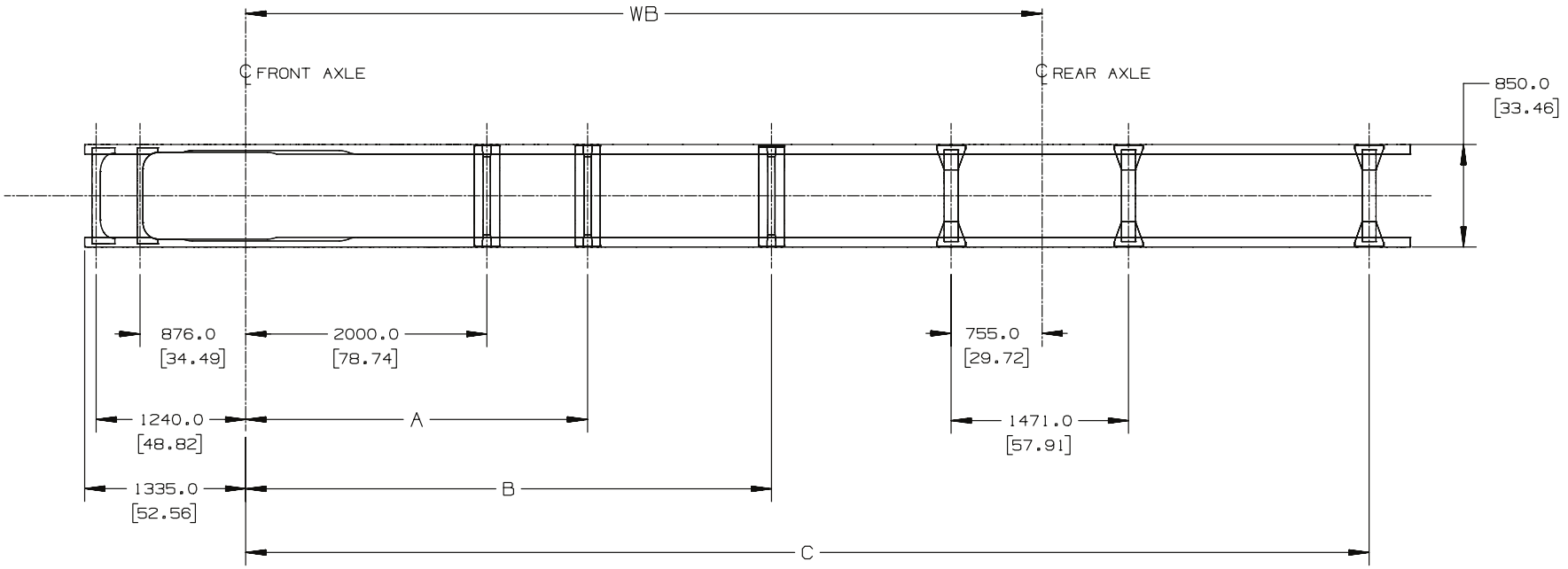
Frame Lengths with Reinforcements – Charts (064)

MODEL	WHEELBASE	FRAME	FRAME REINF	FRAME FL W/RQ2	FRAME FL W/RQ3
T8F064	EG9 152	F05	F20	7100.0 (279.5)	6890.0 (271.3)
		F05	FSC	————	6890.0 (271.3)
	EH8 170	F05	F20/FSC	7560.0 (297.6)	7350.0 (289.4)
	EK8 188	F05	F08/FSC	8245.0 (324.6)	7805.0 (307.3)
	EM2 200	F05	F20	8700.0 (342.5)	8110.0 (319.3)
		F05	FSC	————	8110.0 (319.3)
	EL5 212	F05	F20/FSC	9160.0 (360.6)	————
	EK6 224	F05	F20/FSC	9615.0 (378.5)	————
	EG7 236	F05	F20/FSC	10075.0 (396.7)	————
	ES5 248	F05	F20/FSC	10530.0 (414.6)	————
	EK7 260	F05	F20/FSC	10990.0 (432.7)	————

[ ]= INCHES

TD006051c

Frame and Crossmember Locations (042)



T600/700/800-042 CROSSMEMBER CHART											
W/B	EC9 128	FQT 140	EG9 152	EH8 170	EK8 188	EM2 200	EL5 212	EK6 224	EG7 236	ES5 248	EK7 260
A	-	-	2580.0 (101.5)	2620.0 (103.1)	2620.0 (103.1)	2835.0 (111.6)	2620.0 (103.1)	2620.0 (103.1)	2620.0 (103.1)	2620.0 (103.1)	2835.0 (111.6)
B	-	-	-	-	-	-	3680.0 (144.8)	3680.0 (144.8)	4170.0 (164.1)	4170.0 (164.1)	4360.0 (171.6)
C	-	-	-	5885.0 (231.7)	6570.0 (258.6)	7025.0 (276.5)	7485.0 (294.7)	7940.0 (312.5)	8400.0 (330.7)	8855.0 (348.6)	9315.0 (368.7)

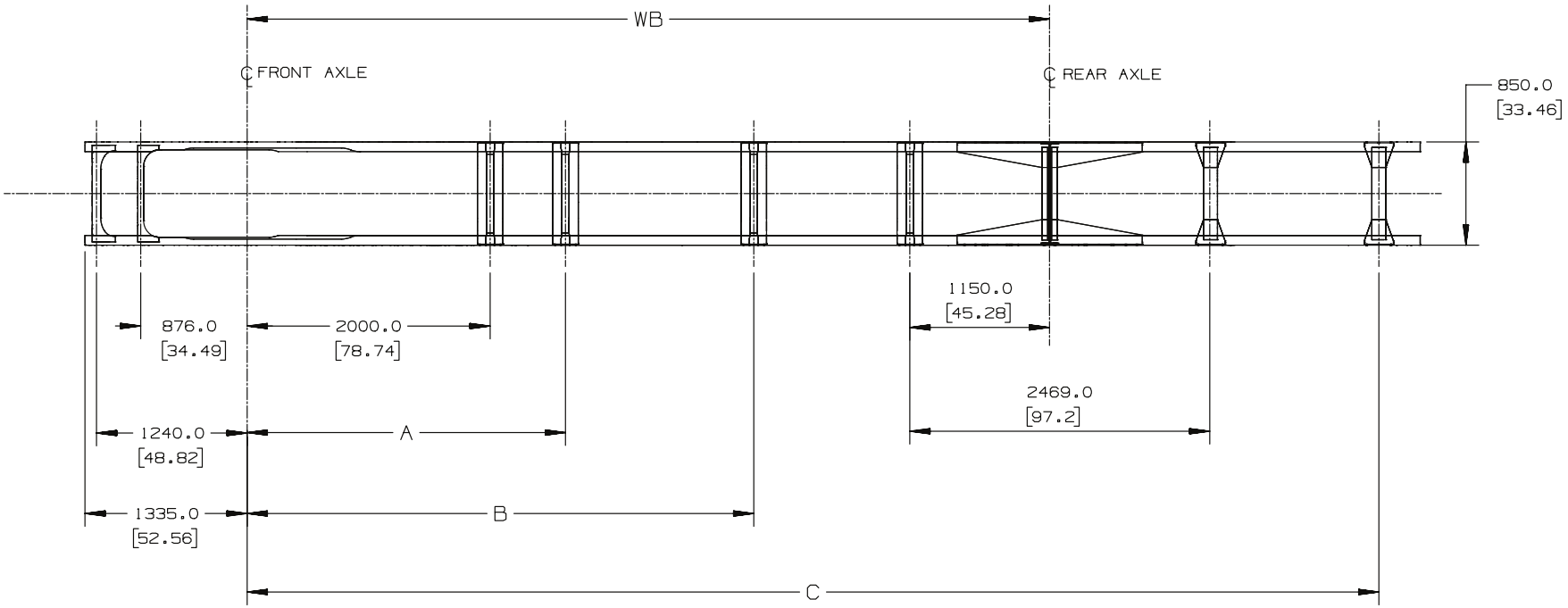
T600/700/800-042

RPO EK7, SHOWN

[ ] = INCHES

TD006046.3

Frame and Crossmember Locations (064)



T800-064 CROSSMEMBER CHART									
W/B	EG9 152	EH8 170	EK8 188	EM2 200	EL5 212	EK6 224	EG7 236	ES5 248	EK7 260
A	-	-	2620.0 (103.1)	2620.0 (103.1)	2620.6 (103.2)	2835.0 (111.6)	2620.0 (103.1)	2620.0 (103.1)	2620.0 (103.1)
B	-	-	-	-	-	-	3680.0 (144.8)	3680.0 (144.8)	4170.0 (164.1)
C	-	-	-	-	7485.6 (294.7)	7940.0 (312.5)	8400.0 (330.7)	8855.0 (348.6)	9315.0 (366.7)

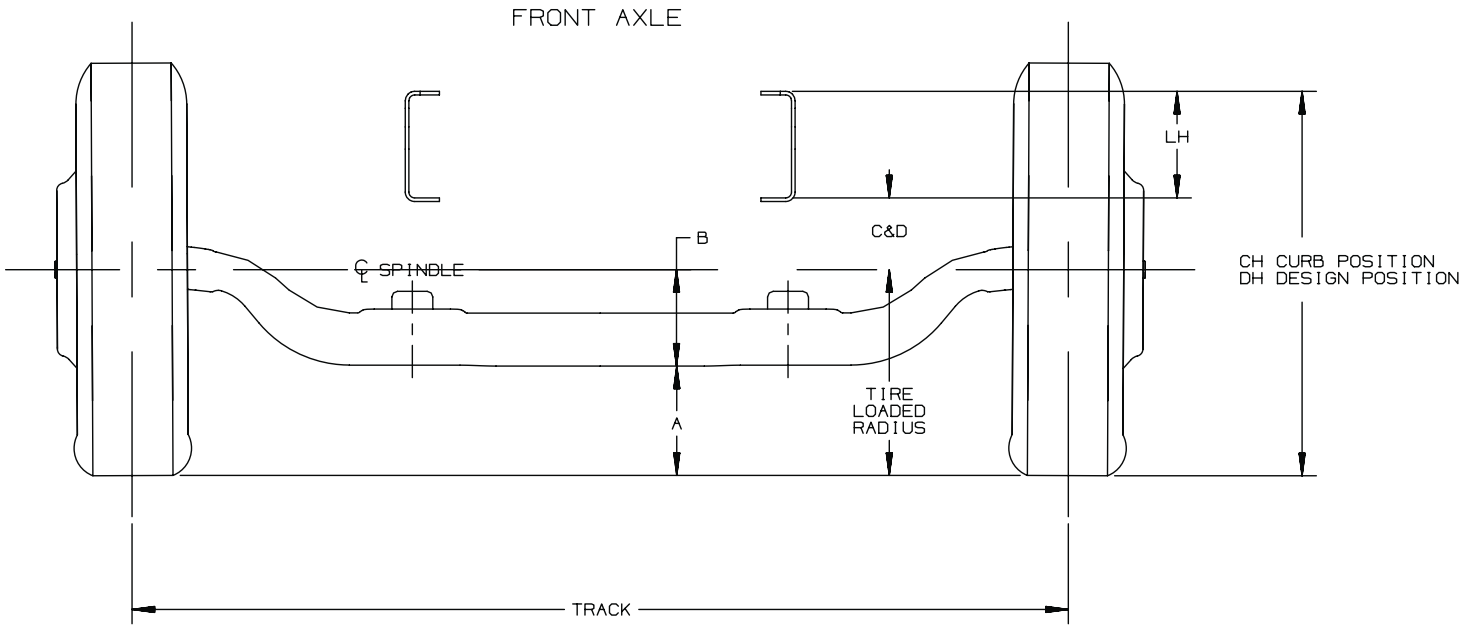
T800-064

RPO EK7, SHOWN

[ ] = INCHES

TD0060464.4

Front Axle Track and Suspension Drawing



LEGEND:

A = TIRE LOADED RADUIS - B

B = CENTERLINE OF AXLE TO BOTTOM OF BEAM

C = CENTERLINE OF AXLE TO BOTTOM INSIDE OF RAIL AT CURB POSITION

D = CENTERLINE OF AXLE TO BOTTOM INSIDE OF RAIL AT DESIGN LOAD

CH = C + TIRE LOADED RADIUS + LH

DH = D + TIRE LOADED RADIUS + LH

LH = INSIDE BOTTOM OF FRAME TO TOP OF FRAME
SEE FRAME DRAWING TD005882

TRACK = WHEEL OFFSET AT SPINDLE
TRACK AT GROUND WILL VARY WITH CAMBER ANGLE AND TIRE/WHEEL COMBINATION

FRONT AXLE TRACK/SUSPENSION CHARTS
GMT560, T6/7/8F042/064, 2003

[ ]= INCHES

TD006059a

Front Axle Track Charts

FRONT AXLE TRACK WIDTH									
				AXLE & BRAKE RPO					
				FL3	FH4	FM6/FS7	FM6	FS7	FS7
WHEEL TYPE	WHEEL RPO	WHEEL SIZE (IN INCHES)	WHEEL OFFSET	JE4 (AIR)	JE4	JE3 (HYD)	JE4 W/JRR*	JE4 W/JRR*	JE4
DISC	Q82	19.50 X 6.75	143.8 [5.66]	—	—	2130.2	—	—	—
DISC	RPM	19.50 X 6.75	141.0 [5.55]	—	—	2135.8	—	—	—
DISC	QH3	22.50 X 7.50	163.6 [6.44]	2099.2 [82.65]	—	2090.6 [82.31]	2099.1 [82.64]	2099.1 [82.64]	2099.5 [82.66]
DISC	RPQ	22.50 X 8.25	168.3 [6.62]	2093.3 [82.41]	2029.9 [79.92]	2083.8 [82.04]	2092.1 [82.37]	2092.1 [82.37]	2093.3 [82.41]
DISC	RNH	22.50 X 8.25	167.4 [6.59]	2120.1 [83.47]	—	2111.5 [83.13]	2119.9 [83.46]	2119.9 [83.46]	2120.1 [83.47]
DISC	QH8	22.50 X 9.00	146.1 [5.75]	2140.6 [84.28]	2072.8 [81.61]	—	—	—	—
DISC	RNP	24.50 X 8.25	168.2 [6.62]	—	1996.5 [78.60]	—	—	2091.2	2090.8

*JRR = BRAKE RATING FRT AIR ABEX 197,NON-ASBESTOS LINING, 5.5 IN SLACK 15 X 4, FAB. SHOE & 4 OR 8

FRONT AXLE TRACK/SUSPENSION CHARTS
GMT560, T6/7/8F042/064, 2003

[ ]= INCHES

TD006059.4

Front Suspension Charts

FRONT AXLE SUPENSION DIMENSIONS

SUSPENSION RPO	AXLE RPO	VEHICLE MODELS T6F042	T7F042	T8F042	T8F064	-B-	-C- BASE	-C- W/F59*	-D- BASE	-D- W/F59*
F26 12,000 LB 5,450 KG TAPERED LEAF	FM6 10,000 LB 4,536 KG	*	*			214.9 [8.46]	166.7 [6.56]	212.4 [8.36]	141.2 [5.56]	174.5 [6.87]
	FS7 12,000 LB 5,450 KG	*	*	*		214.9 [8.46]	186.7 [7.35]	232.3 [9.15]	146.0 [5.75]	171.6 [6.76]
	FL3 14,600 LB 6,625 KG		*	*		237.6 [9.35]	186.7 [7.35]	232.3 [9.15]	146.0 [5.75]	171.6 [6.76]
FM0 14,575 LB 6,610 KG MULTILEAF	FS7 12,000 LB 5,450 KG		*	*		214.9 [8.46]	208.8 [8.22]	208.8 [8.22]	169.7 [6.68]	169.7 [6.68]
	FL3 14,600 LB 6,625 KG		*	*	*	237.6 [9.35]	228.8 [9.01]	228.8 [9.01]	173.8 [6.84]	173.8 [6.84]
	FH4 16,000 LB 7,258 KG			*	*	226.4 [8.91]	234.9 [9.25]	N/A	179.9 [7.08]	N/A
FM3 10,000 LB 4,536 KG TAPERED LEAF	FM6 10,000 LB 4,536 KG	*	*			214.9 [8.46]	180.4 [7.10]	216.4 [8.52]	149.6 [5.89]	168.3 [6.63]
	FS7 12,000 LB 5,450 KG	*				214.9 [8.46]	180.4 [7.10]	216.4 [8.52]	149.6 [5.89]	168.3 [6.63]
FM1 18,000 LB 8,165 KG MULTILEAF	FH4 16,000 LB 7,258 KG			*	*	226.4 [8.91]	247.7 [9.75]	N/A	196.6 [7.74]	N/A

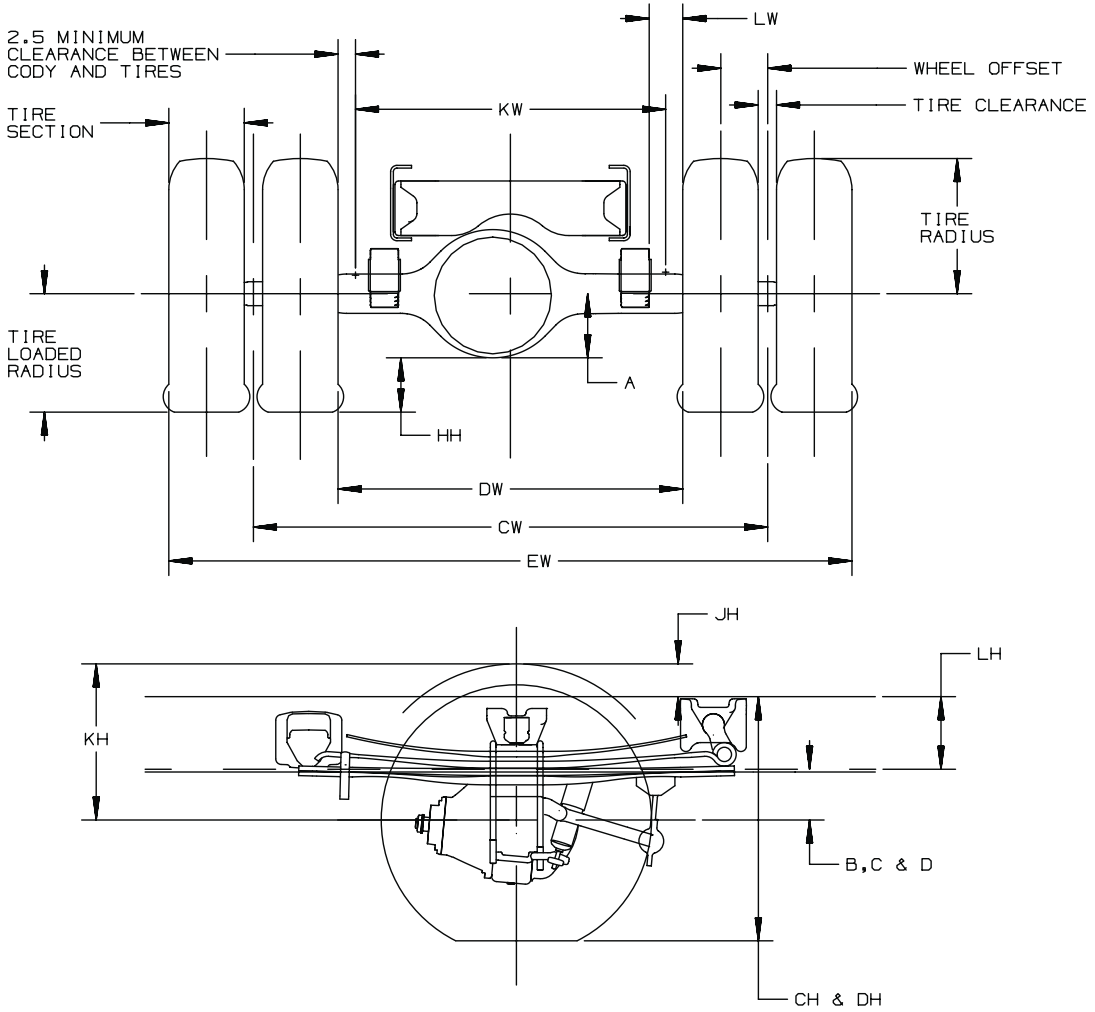
*F59 = STABLIZER SHAFT FRONT

FRONT AXLE TRACK/SUSPENSION CHARTS
GMT560, T6/7/8F042/064, 2003

[ ]= INCHES

TD006059.5

Rear Axle and Suspension – Drawing (042)



FOR: 2003, GMT560, T6/7/8F042

[ ]= INCHES

TD006060a

Rear Axle and Suspension – Formulas (042)

DEFINITIONS:

A - CENTERLINE OF AXLE TO BOTTOM OF AXLE BOWL

B - CENTERLINE OF REAR AXLE TO BOTTOM INSIDE RAIL AT METAL TO METAL POSITION

C - CENTERLINE OF AXLE TO BOTTOM INSIDE RAIL AT CENTERLINE OF EQUALIZER BEAM AT CURB POSITION

D - CENTERLINE OF AXLE TO BOTTOM INSIDE RAIL AT CENTERLINE OF EQUALIZER BEAM AT DESIGN POSITION

CH - REAR FRAME HEIGHT
DISTANCE BETWEEN THE TOP OUTSIDE RAIL AND THE GROUND-LINE THROUGH THE VERTICAL CENTERLINE OF THE REAR AXLE AT CURB POSITION

DH - REAR FRAME HEIGHT
DISTANCE BETWEEN THE TOP OUTSIDE RAIL AND THE GROUND-LINE THROUGH THE VERTICAL CENTERLINE OF THE REAR AXLE AT DESIGN POSITION

HH - REAR AXLE CLEARANCE
MINIMUM CLEARANCE BETWEEN THE REAR AXLE AND THE GROUND-LINE

JH - REAR TIRE CLEARANCE
MINIMUM CLEARANCE REQUIRED FOR TIRES AND CHAINS MEASURED FROM THE TOP OF THE FRAME AT THE VERTICAL CENTERLINE OF THE REAR AXLE

KH - CHAIN CLEARANCE

LH - DISTANCE FROM THE BOTTOM INSIDE RAIL TO THE TOP OF THE RAIL

CW - TRACK DUAL WHEEL VEHICLES
DISTANCE BETWEEN THE CENTERLINES OF THE DUAL WHEELS AS MEASURED AT THE GROUND-LINE

DW - MINIMUM DISTANCE BETWEEN THE INNER SURFACES OF THE REAR TIRES

EW - MAXIMUM REAR WIDTH
OVER-ALL WIDTH OF VEHICLE MEASURED AT THE OUTER MOST SURFACE OF THE REAR TIRES

HW - DUAL TIRE SPACING
DISTANCE BETWEEN THE CENTERLINES OF THE TIRES IN A SET OF DUAL TIRES

KW - REAR BODY WIDTH
MAXIMUM BODY WIDTH BETWEEN REAR TIRES

SEE TIRE CHART FOR VALUES: TIRE SELECTION, TIRE RADIUS TIRE LOADED RADIUS AND TIRE CLEARANCE

FORMULAS FOR CALCULATING REAR WIDTH AND HEIGHT DIMENSIONS:

CH = TIRE LOADED RADIUS + C + LH
DH = TIRE LOADED RADIUS + D + LH
HH = TIRE LOADED RADIUS - A
JH = KH - B - LH
KH = TIRES RADIUS + 3.00 INCHES
CW = TRACK
DW = TRACK - 1 TIRE SECTION - HW
EW = TRACK + 1 TIRE SECTION + HW
KW = DW - 5.00 INCHES
LW = 1.00 INCHES MINIMUM CLEARANCE BETWEEN TIRES AND SPRINGS

NOTE: TRACK AND OVERALL WIDTH MAY VARY WITH OPTIONAL EQUIPMENT

FOR: 2003, GMT560, T6/7/8F042

[ ]= INCHES

TD006060b

Rear Axle / Suspension – Chart (042) Option Description and Bottom of Differential Bowl

REAR SUSPENSIONS		
RPO	CAPACITY	TYPE OF SPRING
GG0	15,000 LB (6,800 KG)	MULTILEAF
GN0	19,000 LB (8,620 KG)	MULTILEAF
GN2	19,000 LB (8,620 KG)	TAPERED LEAF
GN8	21,000 LB (9,525 KG)	MULTILEAF
GP1	23,500 LB (10,660 KG)	MULTILEAF
GQ0	15,000 LB (6,800 KG)	TAPERED LEAF
G40	19,000 LB (8,618 KG)	AIR
G45	23,000 LB (10,430 KG)	AIR

REAR AXLES						BRAKES
RPO	CAPACITY	MANUFACTURER &	NUMBER	SPEED	DIM "A"	RPO
HNB	23,000 LB (10,430 KG)	EATON	23105D	SINGLE	273.0 [10.75]	JE4
HPK	19,000 LB (8,618 KG)	EATON	19060S	SINGLE	229.7 [9.04]	JE3/JE4
HPL	19,000 LB (8,618 KG)	EATON	19060D	SINGLE	229.7 [9.04]	JE3/JE4
HPM	19,000 LB (8,618 KG)	EATON	19060T	TWO	257.0 [10.12]	JE3/JE4
HPN	21,000 LB (9,527 KG)	EATON	21060D	SINGLE	229.7 [9.04]	JE3/JE4
HPP	21,000 LB (9,527 KG)	EATON	21060S	SINGLE	229.7 [9.04]	JE3/JE4
HPT	21,000 LB (9,527 KG)	EATON	23090S	SINGLE	259.8 [10.23]	JE4
HDI	15,000 LB (6,804 KG)	DANA	S130-S	SINGLE	214.4 [8.44]	JE3
H15	21,000 LB (9,526 KG)	EATON	21060T	TWO	257.0 [10.12]	JE3/JE4

FOR: 2003 , GMT560 , T6/7/8F042

[ ]= INCHES

TD006060.5

Rear Axle / Wheel – Chart (042) Track Widths

REAR AXLE TRACK DIMENSIONS

JE3 HYDRAULIC BRAKE

AXLES	WHEELS	TRACK*
HD1 15K, DANA S130-S SINGLE SPEED	Q83 RPW QH4 RNN	1854.8 1854.8 1847.8 1847.8
HPK 19K, EATON 19060S SINGLE SPEED HPL 19K, EATON 19060D SINGLE SPEED HPM 19K, EATON 19060T TWO SPEED	Q83 RPW QH4 RNN RPR	1906.6 1906.6 1818.0 1821.0 1821.0
HPN 21K, EATON 21060D SINGLE SPEED HPP 21K, EATON 21060S SINGLE SPEED H15 21K, EATON 21060T TWO SPEED	QH4 RNN RPR	1862.7 1865.9 1865.9

*TO DETERMINE MEASUREMENT IN INCHES, DIVIDE BY 25.4

JE4 AIR BRAKE

AXLES	WHEELS	TRACK*
HPK 19K, EATON 19060S SINGLE SPEED HPL 19K, EATON 19060D SINGLE SPEED HPM 19K, EATON 19060T TWO SPEED	QH4 RNN RPR	1827.2 1830.3 1830.3
HPN 21K, EATON 21060D SINGLE SPEED HPP 21K, EATON 21060S SINGLE SPEED H15 21K, EATON 21060T TWO SPEED	QH4 RNN RPR	1829.7 1832.9 1832.9
HNB 23K, EATON 23105D SINGLE SPEED HPT 23K, EATON 23090S SINGLE SPEED	QH4 RNN RPR	1831.9 1835.1 1835.1

LEGEND:

QH4 WHEEL REAR 22.5" X 7.5", 10 HOLE

Q83 WHEEL REAR 19.5" X 6.75", 8 HOLE

RNN WHEEL REAR 22.5" X 8.25", 10 HOLE

RPR WHEEL REAR 22.5" X 8.25", 10 HOLE

RPW WHEEL REAR 19.5" X 6.75", 8 HOLE

TRACK DIMENSIONS FOR: 2003, GMT560, T6/7/8F042

[ ]= INCHES

TD006060.6

Rear Axle / Suspension – Chart (042) Heights

SUSPENSION RPO	AXLE RPO	VEHICLE MODELS T6F042	T7F042	T8F042	-A-	-B- BASE	-B- W/G60	-C- BASE	-C- W/G60	-D- BASE	-D- W/G60
GG0 15,000LB MULTILEAF	HD1 15,000LB DANA S130 SINGLE SPEED	*			215.8 [8.50]	112.7 [4.44]	N/A	323.3 [12.73]	N/A	196.0 [7.72]	N/A
GN0 19,000LB MULTILEAF	HD1 15,000LB DANA S130-S SINGLE SPEED	*			214.4 [8.44]	148.6 [5.85]	156.8 [6.17]	311.1 [12.25]	307.8 [12.12]	242.5 [9.55]	242.5 [9.55]
	HPK 19,000LB EATON 19060S SINGLE SPEED	*	*		229.7 [9.04]	129.1 [5.08]	129.4 [5.09]	278.4 [10.96]	278.4 [10.96]	197.3 [7.77]	202.9 [7.99]
	HPL 19,000LB EATON 19060D SINGLE SPEED		*								
	HPM 19,000LB EATON 19060T TWO SPEED	*	*		257.00 [10.12]						
GN2 19,000LB TAPERED LEAF	HPK 19,000LB EATON 19060S SINGLE SPEED		*		229.7 [9.04]	117.4 [4.62]	118.3 [4.66]	275.1 [10.83]	276.0 [10.87]	185.5 [7.30]	195.3 [7.69]
	HPL 19,000LB EATON 19060D SINGLE SPEED		*								
	HPM 19,000LB EATON 19060T TWO SPEED		*		257.0 [10.12]						
GN8 21,000LB MULTILEAF	HPK 19,000LB EATON 19060S SINGLE SPEED		*		229.7 [9.04]	131.9 [5.19]	131.9 [5.19]	289.7 [11.41]	289.7 [11.41]	204.7 [8.06]	212.8 [8.38]
	HPL 19,000LB EATON 19060D SINGLE SPEED		*								
	HPM 19,000LB EATON 19060T TWO SPEED		*		257.0 [10.12]						
	HPN 21,000LB EATON 21060D SINGLE SPEED		*	*	229.7 [9.04]	131.9 [5.19]	131.9 [5.19]	289.7 [11.41]	289.7 [11.41]	201.6 [7.94]	207.8 [8.18]
	HPP 21,000LB EATON 21060S SINGLE SPEED		*	*							
	H15 21,000LB EATON 21060T TWO SPEED		*	*	257.0 [10.12]						

SUSPENSION CHART FOR GMT560 T6/7/8F 042, 2003

[ ]= INCHES

TD006060.7

Rear Axle / Suspension – Chart (042) Heights

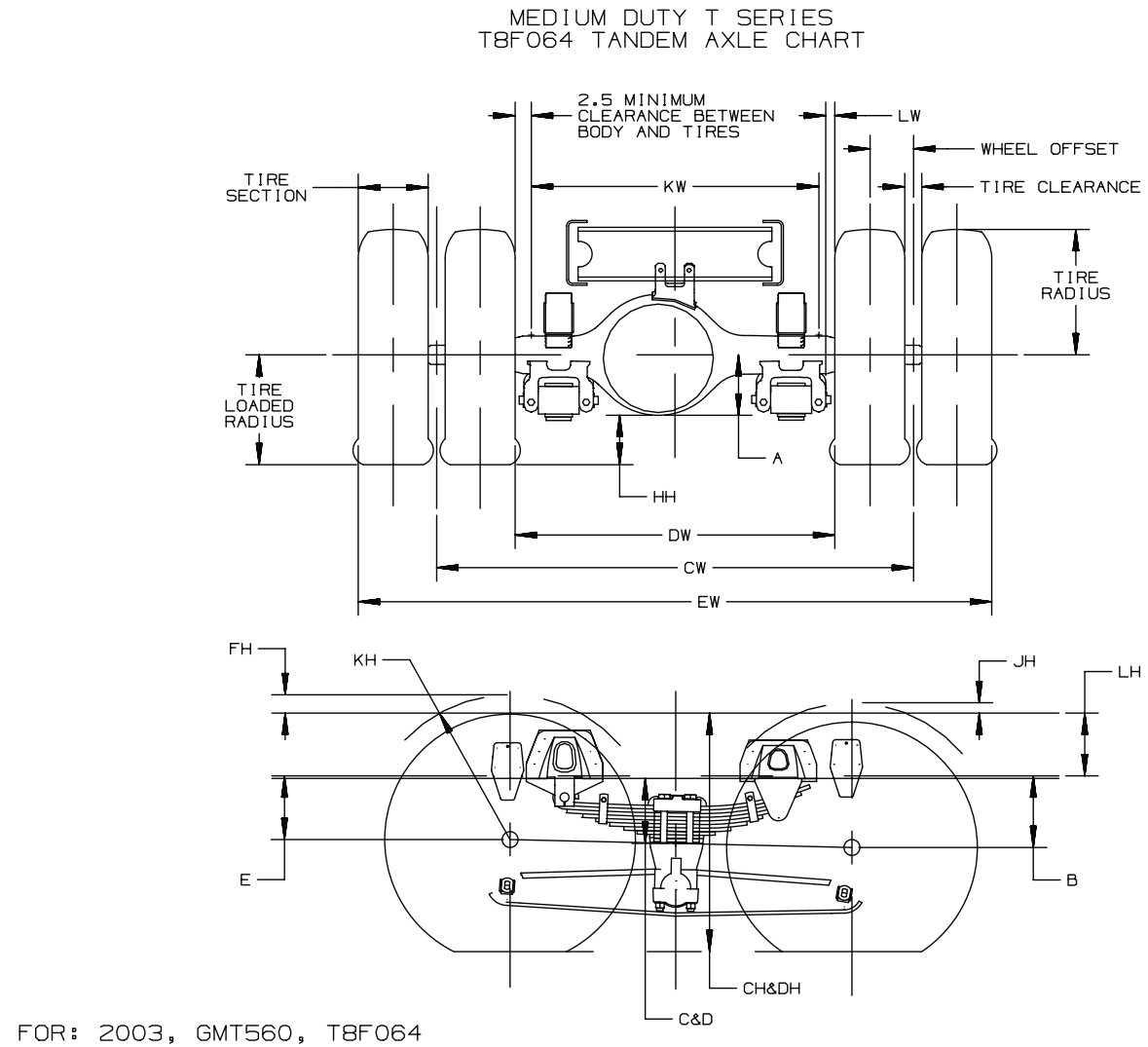
SUSPENSION RPO	AXLE RPO	VEHICLE MODELS T6F042	T7F042	T8F042	-A-	-B- BASE	-B- W/G60	-C- BASE	-C- W/G60	-D- BASE	-D- W/G60
GP1 23,500LB MULTILEAF	HPK 19,000LB EATON 19060S SINGLE SPEED		*		229.7 [9.04]	152.7 [6.01]	152.7 [6.01]	312.6 [12.31]	312.6 [12.31]	234.9 [9.25]	238.4 [9.39]
	HPL 19,000LB EATON 19060D SINGLE SPEED		*								
	HPM 19,000LB EATON 19060T TWO SPEED		*		257.0 [10.12]						
	HPN 21,000LB EATON 21060D SINGLE SPEED		*	*	229.74 [9.04]	152.7 [6.01]	152.7 [6.01]	316.8 [12.47]	316.8 [12.47]	229.7 [9.04]	233.9 [9.21]
	HPP 21,000LB EATON 21060S SINGLE SPEED		*	*							
	H15 21,000LB EATON 21060T TWO SPEED		*	*	257.0 [10.12]						
	HPT 23,000LB EATON 23060S SINGLE SPEED		*	*	259.8 [10.23]	152.7 [6.01]	152.7 [6.01]	312.6 [12.31]	312.6 [12.31]	224.5 [8.84]	229.4 [9.03]
	HNB 23,000LB EATON 23105D SINGLE SPEED		*	*	279.0 [10.75]						
GQO 15,000LB TAPERED LEAF	H08 15,000LB DANA S150-S SINGLE SPEED	*			214.4 [8.44]	98.3 [3.87]	N/A	254.3 [10.01]	N/A	170.0 [6.69]	N/A
G40 19,000LB AIR	HPK 19,000LB EATON 19060S SINGLE SPEED	*	*		229.7 [9.04]	133.9 [5.27]	N/A	211.5 [8.33]	N/A	211.5 [8.33]	N/A
	HPM 19,000LB EATON 19060T TWO SPEED	*	*		257.0 [10.12]						
G45 23,000LB AIR	HNB 23,000LB EATON 23105D SINGLE SPEED		*	*	279.0 [10.75]	164.9 [6.49]	N/A	227.8 [8.97]	N/A	227.8 [8.97]	N/A
	HPT 23,000LB EATON 23060S SINGLE SPEED		*	*	259.8 [10.23]						

SUSPENSION CHART FOR GMT560 T6/7/8F 042, 2003

[ ]=INCHES

TD006060f

Rear Axle and Suspension – Drawing (064)



TD006047a

Rear Axle and Suspension – Formulas (064)

DEFINITIONS:

A - CENTERLINE OF AXLE TO BOTTOM OF AXLE BOWL

B - CENTERLINE OF REAR AXLE TO BOTTOM INSIDE RAIL AT METAL TO METAL POSITION

C - CENTERLINE OF AXLE TO BOTTOM INSIDE RAIL AT CENTERLINE OF EQUALIZER BEAM AT CURB POSITION

D - CENTERLINE OF AXLE TO BOTTOM INSIDE RAIL AT CENTERLINE OF EQUALIZER BEAM AT DESIGN POSITION

E - CENTERLINE OF FRONT AXLE TO BOTTOM INSIDE RAIL AT METAL TO METAL POSITION

CH - REAR FRAME HEIGHT
DISTANCE BETWEEN THE TOP OUTSIDE RAIL AND THE GROUND-LINE THROUGH THE VERTICAL CENTERLINE OF THE REAR AXLE AT CURB POSITION

DH - REAR FRAME HEIGHT
DISTANCE BETWEEN THE TOP OUTSIDE RAIL AND THE GROUND-LINE THROUGH THE VERTICAL CENTERLINE OF THE REAR AXLE AT DESIGN POSITION

HH - REAR AXLE CLEARANCE
MINIMUM CLEARANCE BETWEEN THE REAR AXLE AND THE GROUND-LINE

JH - REAR TIRE CLEARANCE
MINIMUM CLEARANCE REQUIRED FOR TIRES AND CHAINS MEASURED FROM THE TOP OF THE FRAME AT THE VERTICAL CENTERLINE OF THE REAR AXLE

KH - CHAIN CLEARANCE

LH - DISTANCE FROM THE BOTTOM INSIDE RAIL TO THE TOP OF THE RAIL

CW - TRACK DUAL WHEEL VEHICLES
DISTANCE BETWEEN THE CENTERLINES OF THE DUAL WHEELS AS MEASURED AT THE GROUND-LINE

DW - MINIMUM DISTANCE BETWEEN THE INNER SURFACES OF THE REAR TIRES

EW - MAXIMUM REAR WIDTH
OVER-ALL WIDTH OF VEHICLE MEASURED AT THE OUTER MOST SURFACE OF THE REAR TIRES

HW - DUAL TIRE SPACING
DISTANCE BETWEEN THE CENTERLINES OF THE TIRES IN A SET OF DUAL TIRES

KW - REAR BODY WIDTH
MAXIMUM BODY WIDTH BETWEEN REAR TIRES

SEE TIRE CHART FOR VALUES: TIRE SELECTION, TIRE RADIUS TIRE LOADED RADIUS AND TIRE CLEARANCE

FORMULAS FOR CALCULATING REAR WIDTH AND HEIGHT DIMENSIONS:

CH = TIRE LOADED RADIUS + C + LH
DH = TIRE LOADED RADIUS + D + LH
FH = KH - E - LH
HH = TIRE LOADED RADIUS - A
JH = KH - B - LH
KH = TIRES RADIUS + 3.00 INCHES
CW = TRACK
DW = TRACK - 1 TIRE SECTION - HW
EW = TRACK + 1 TIRE SECTION + HW
KW = DW - 5.00 INCHES
LW = 1.00 INCHES MINIMUM CLEARANCE BETWEEN TIRES AND SPRINGS

NOTE: TRACK AND OVERALL WIDTH MAY VARY WITH OPTIONAL EQUIPMENT

TD006047b

Rear Axle / Suspension – Chart (064) Option Descriptions, Bottom of Differential Bowl and Heights

T8F064 TANDEM AXLE CHART, REAR SUSPENSION DIMENSIONS

TANDEM REAR AXLE				
RPO	CAPACITY	MFG.& NO.	SPEED	DIM "A"
HPE	40,000 LBS	EATON DS404	SINGLE	229.7 [9.04]

TANDEM REAR SUSPENSIONS				
RPO	CAPACITY	MFG.& NO.	BUSHING	BEAMS
GNS	40,000 LBS	HENDRICKSON RT400	RUBBER	52 INCH
GPR	40,000 LBS	HENDRICKSON RTE400	BRONZE	52 INCH

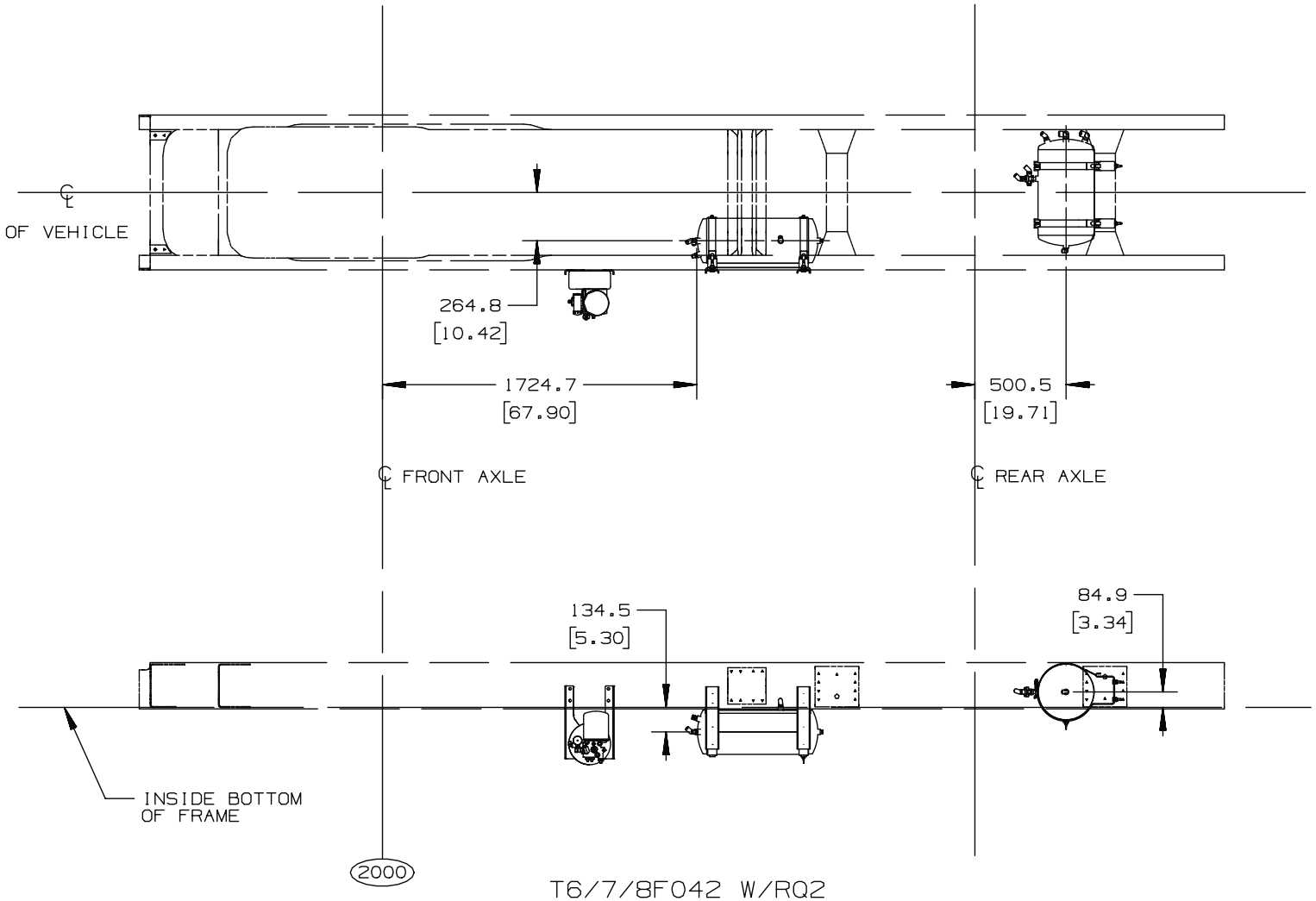
AXLE		SUSPENSION		FRAME	DIMENSIONS			
RPO	CAPACITY	RPO	CAPACITY	RPO	B	C	D	E
HPE	40,000 LBS (18,144 Kg)	GNS	40,000 LBS (18,144 Kg)	F06	151.8 [5.98]	296.4 [11.67]	264.5 [10.41]	185.5 [7.30]
		GPR	40,000 LBS (18,144 Kg)		168.9 [6.65]	290.7 [11.44]	261.2 [10.28]	185.7 [7.31]

FOR: 2003, GMT560, T8F064

[ ]= INCHES

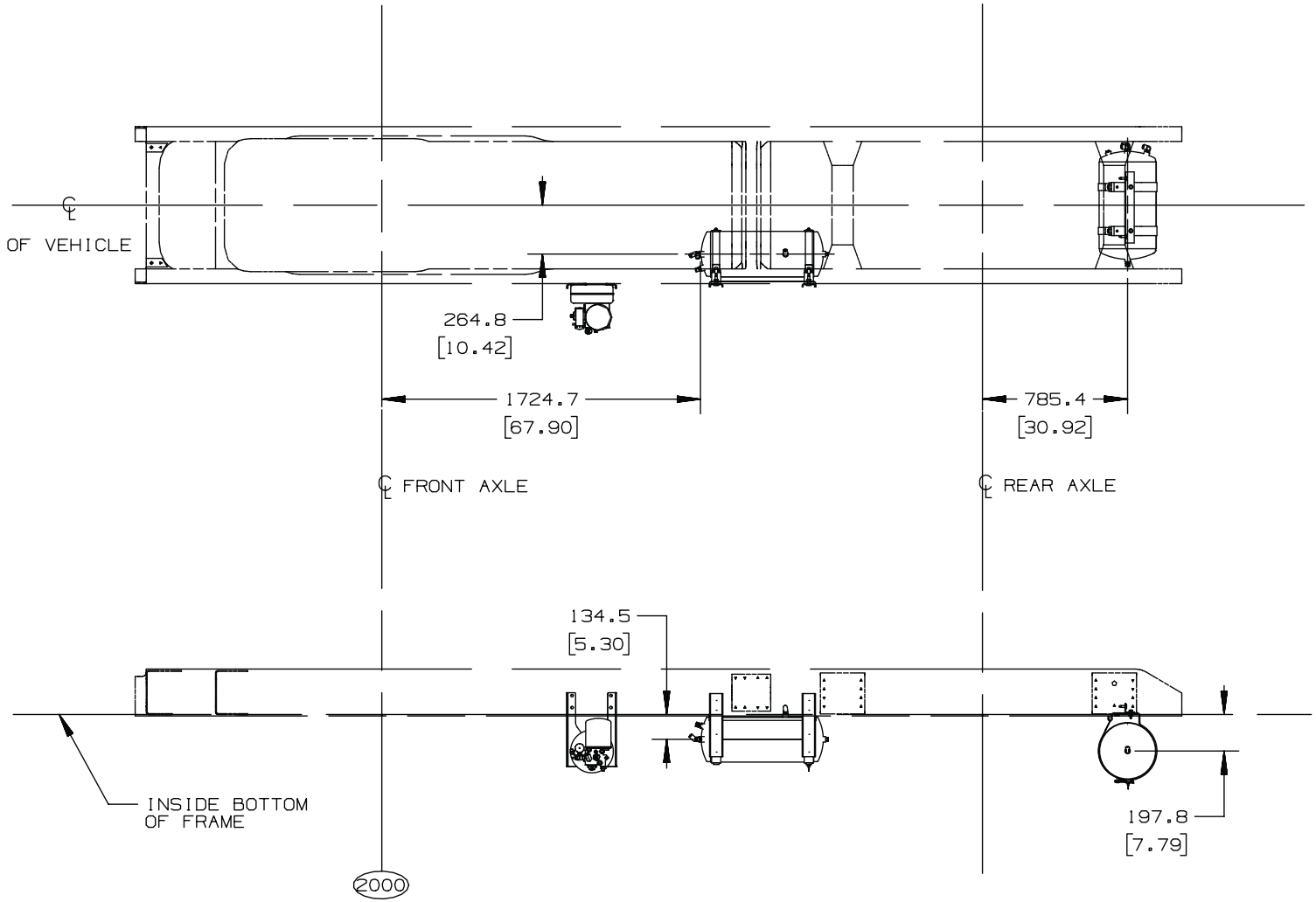
TD006047c

Air Tank Location – (042) Truck – RQ2



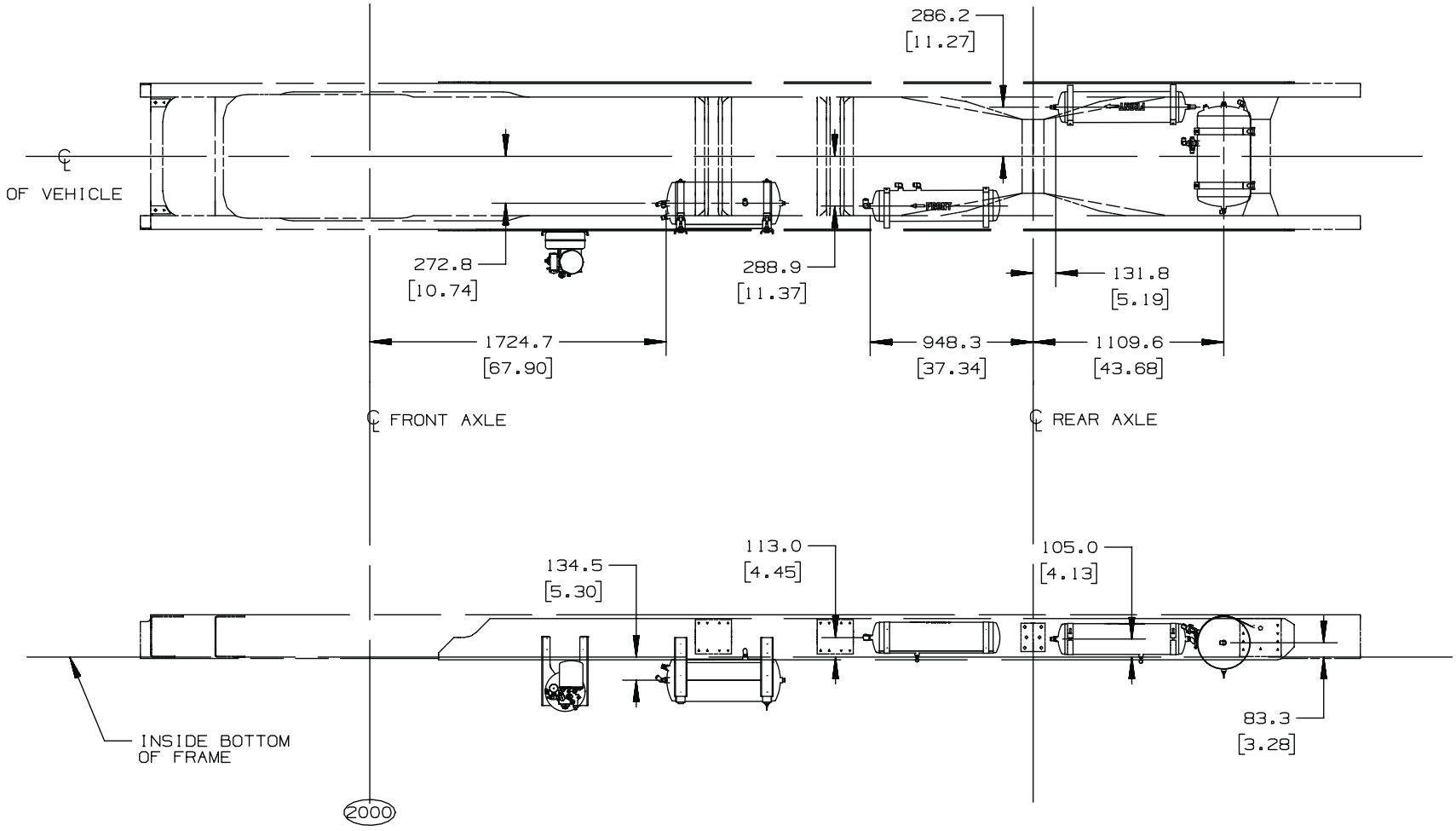
TD006043a

Air Tank Location – (042) Tractor – RQ3



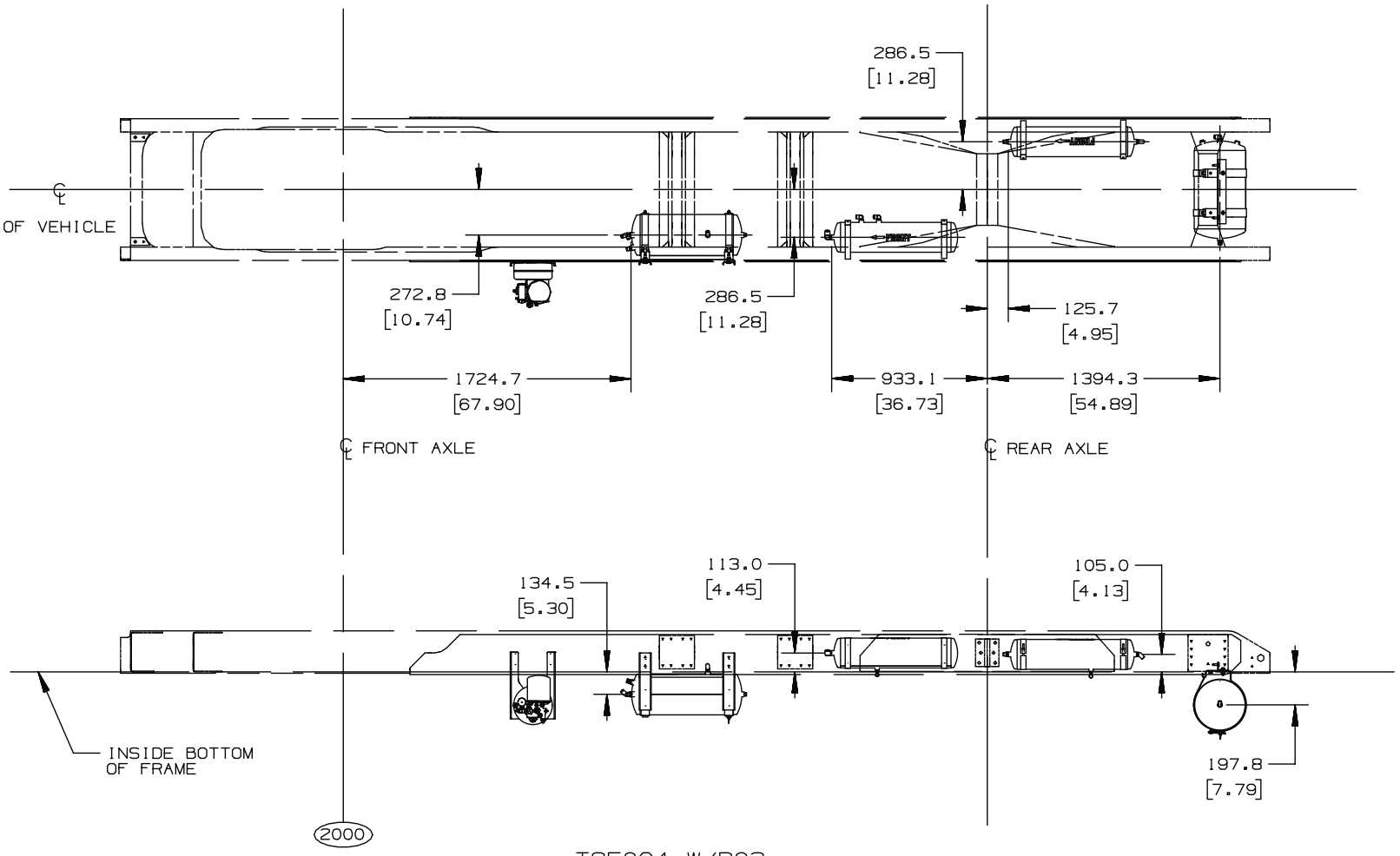
TD006043b

Air Tank Location – (064) Truck – RQ2



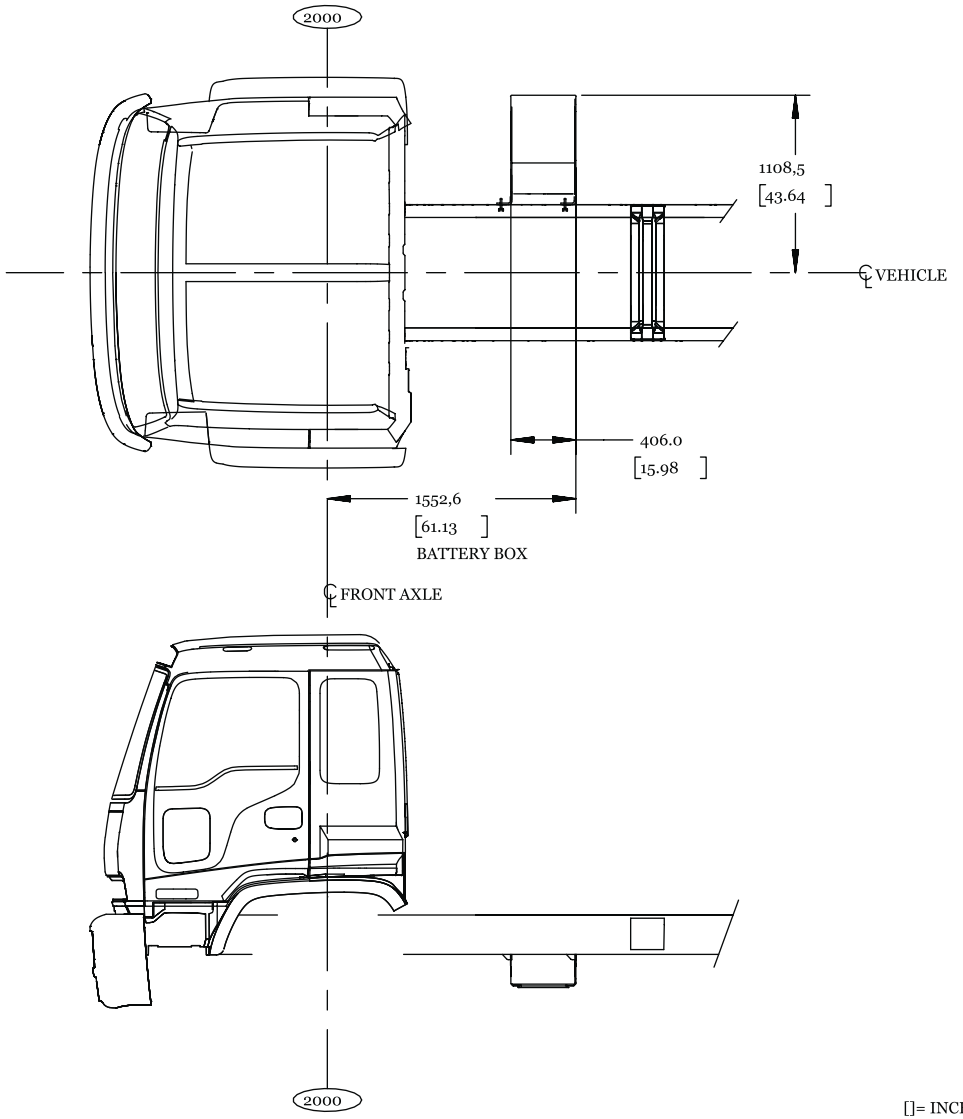
TD006043c

Air Tank Location – (064) Tractor – RQ3



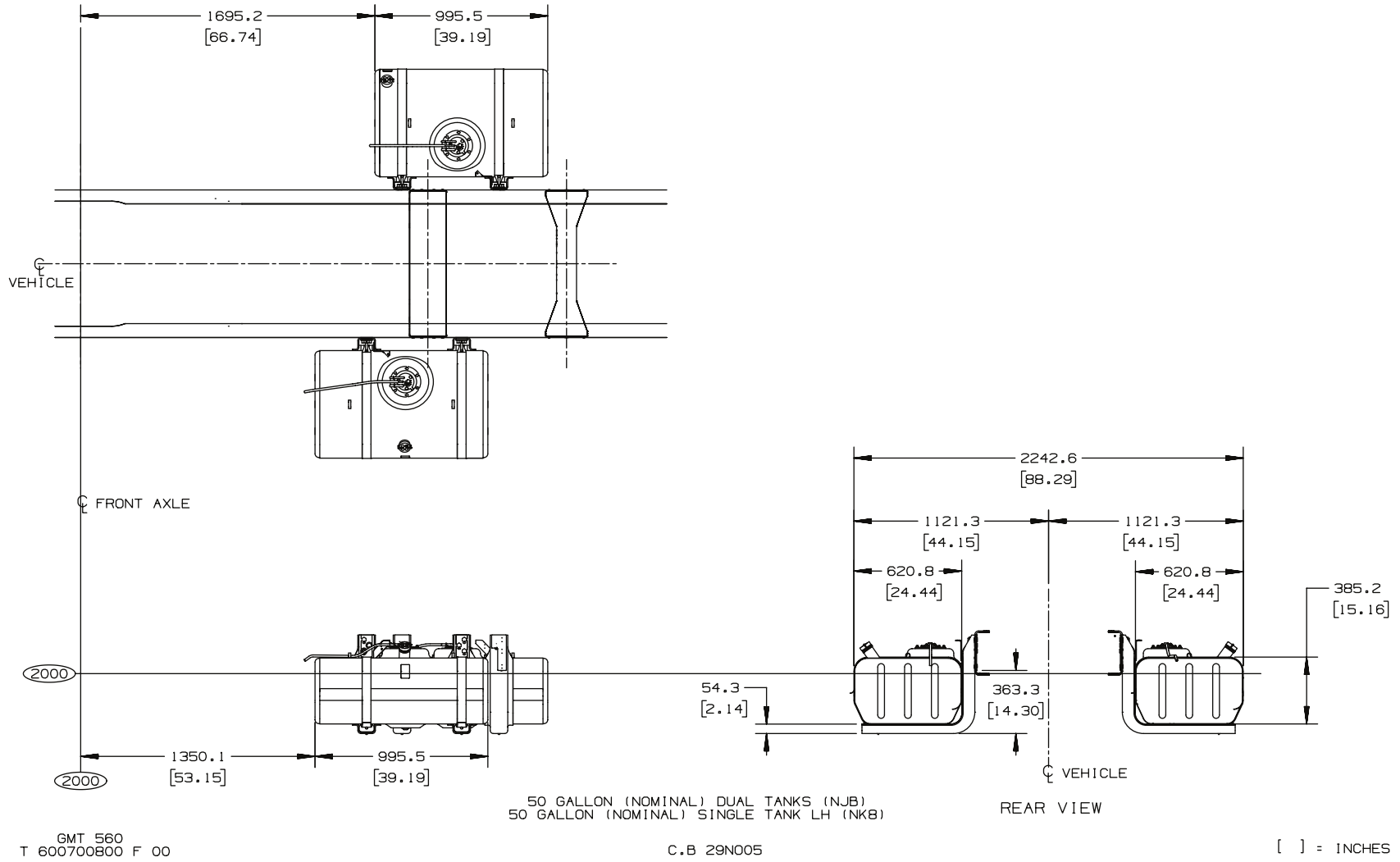
TD006043d

BATTERY BOX LOCATION



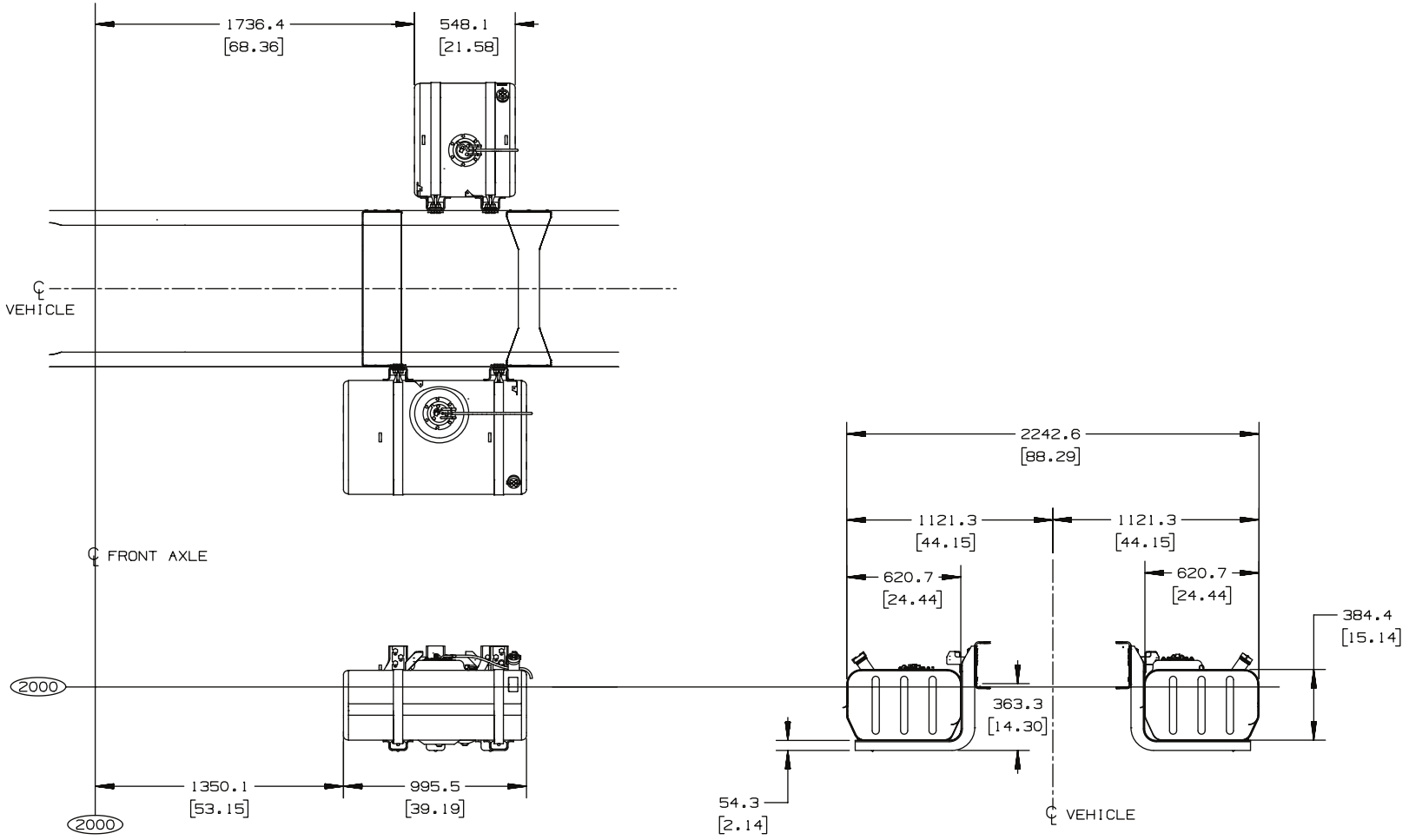
TD006042a

Dual 50 Gallon (opt. NJ8) & Single 50 Gallon LH (opt. NK8)



TD006056.3

Dual 50 Gallon LH and 25 Gallon RH (opt. NJ7) & Single 50 Gallon LH (opt. NK6)



50 GALLON (NOMINAL) LH AND 25 GALLON (NOMINAL) RH FUEL TANKS (NJ7)
50 GALLON (NOMINAL) SINGLE TANK LH (NK6)

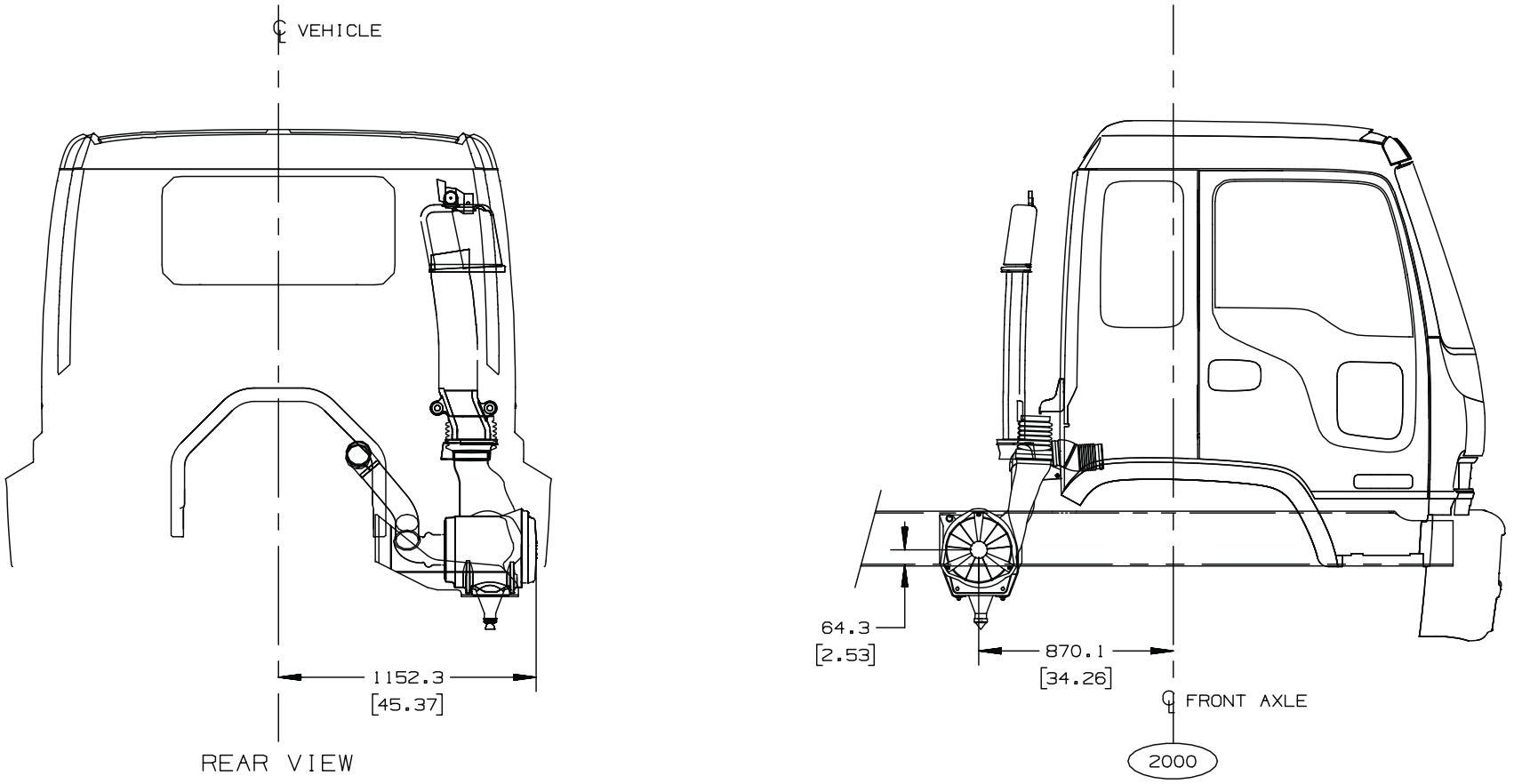
GMT 560
T 600700800 F 00

CB 28N005

[ ] = INCHES

TD006056.4

AIR INDUCTION

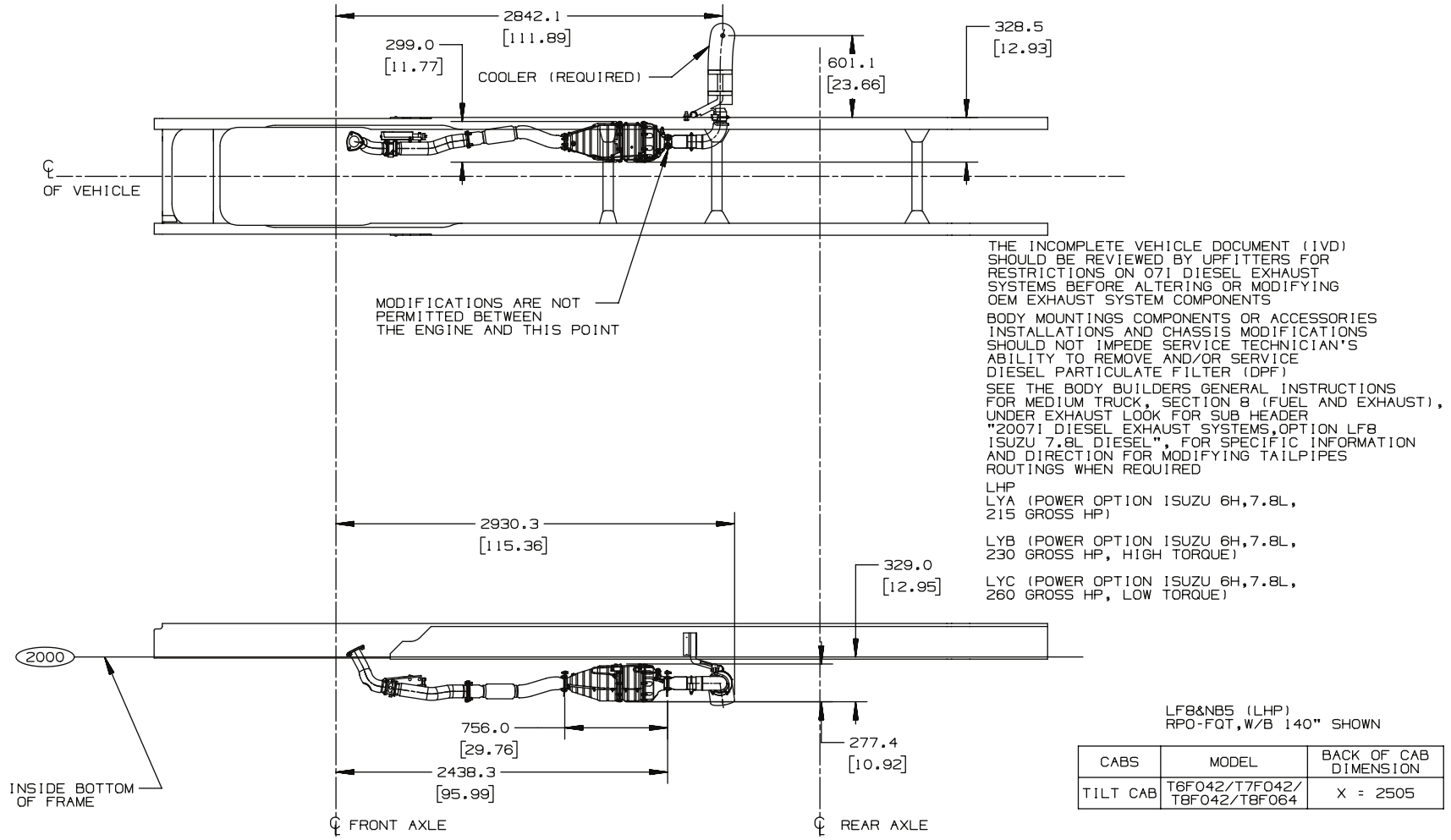


T6/7/8F000 AIR INDUCTION
GMT560, 2003

[ ]=INCHES

TD006057a

Single Horizontal Exhaust w/RH exit tailpipe & cooler, opt. N1B & 7.8 Isuzu Diesel LHP & 140˝ WB opt.



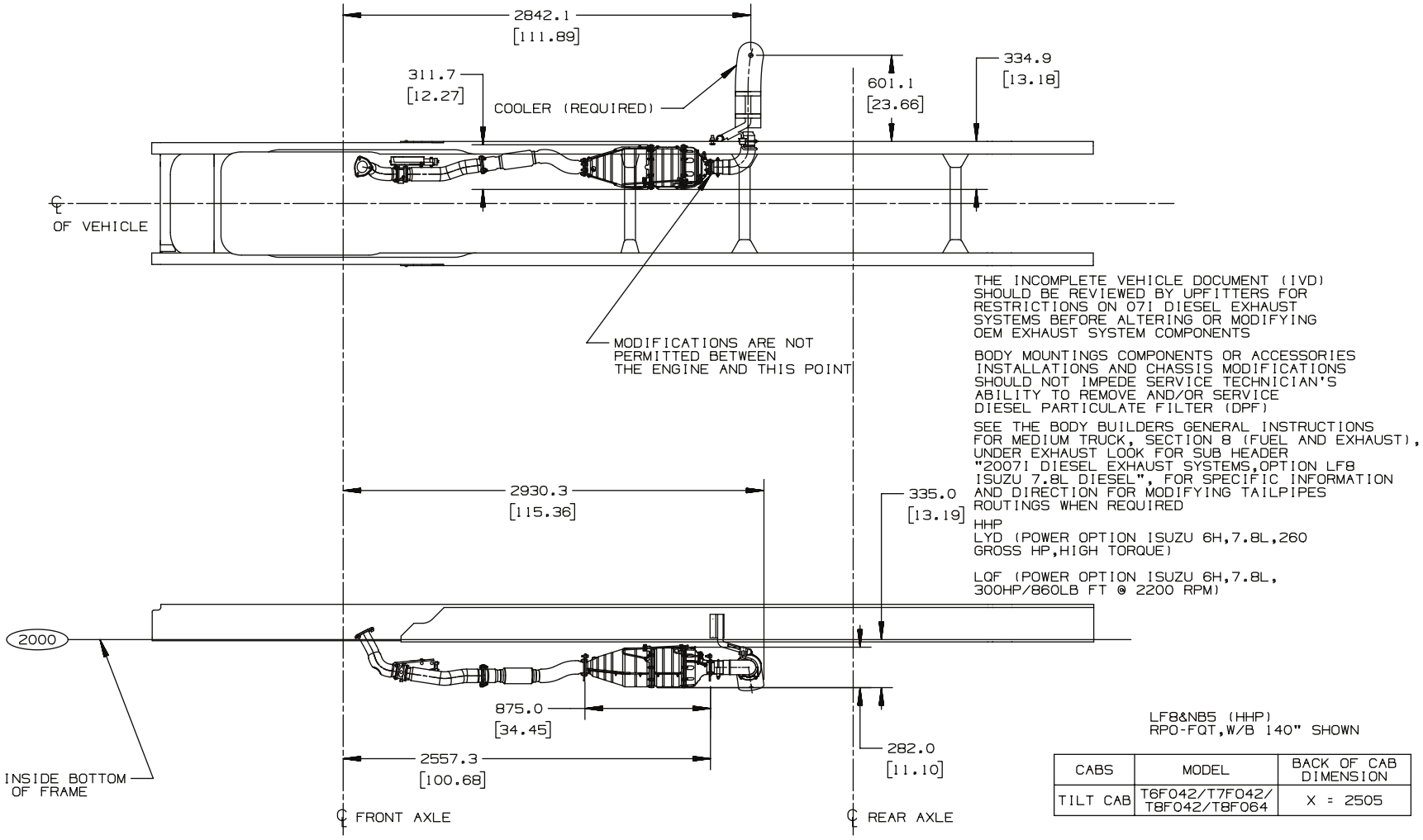
LF8&NB5 (LHP)
RPO-FQT,W/B 140" SHOWN

CABS	MODEL	BACK OF CAB DIMENSION
TILT CAB	T6F042/T7F042/ T8F042/T8F064	X = 2505

GMT560 FAMILY 3 2007 DIESEL T-SERIES LF8(ISUZU 6H) & N1B (LHP) 07MY07 ML [ ]=INCHES

AND20446.19

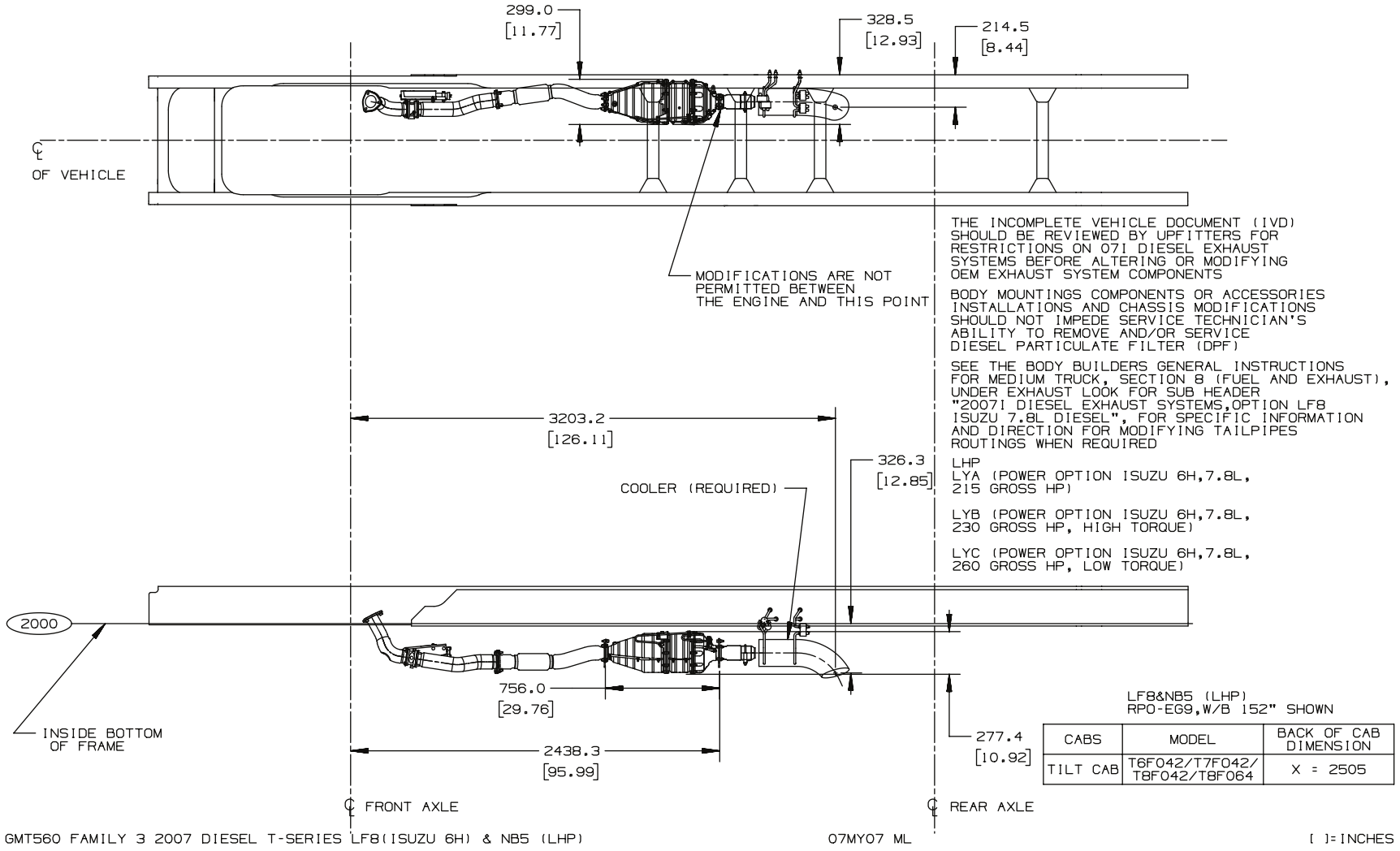
Single Horizontal Exhaust w/RH exit tailpipe & cooler, opt. N1B & 7.8 Isuzu Diesel HHP & 140˝ WB opt. FQT


2842.1
[111.89]
311.7
[12.27]
COOLER (REQUIRED)
601.1
[23.66]
334.9
[13.18]
℄ OF VEHICLE
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 07I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS
BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECHNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)
SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR MEDIUM TRUCK, SECTION 8 (FUEL AND EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2007I DIESEL EXHAUST SYSTEMS,OPTION LF8 ISUZU 7.8L DIESEL", FOR SPECIFIC INFORMATION AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED
HHP
LYD (POWER OPTION ISUZU 6H,7.8L,260 GROSS HP,HIGH TORQUE)
LQF (POWER OPTION ISUZU 6H,7.8L, 300HP/860LB FT @ 2200 RPM)
2930.3
[115.36]
335.0
[13.19]
2000
875.0
[34.45]
2557.3
[100.68]
282.0
[11.10]
INSIDE BOTTOM OF FRAME
℄ FRONT AXLE
℄ REAR AXLE
LF8&NB5 (HHP)
RPO-FQT,W/B 140" SHOWN
GMT560 FAMILY 3 2007 DIESEL T-SERIES LF8(ISUZU 6H) & N1B (HHP)
07MY07 ML
[ ]=INCHES

CABS	MODEL	BACK OF CAB DIMENSION
TILT CAB	T6F042/T7F042/ T8F042/T8F064	X = 2505

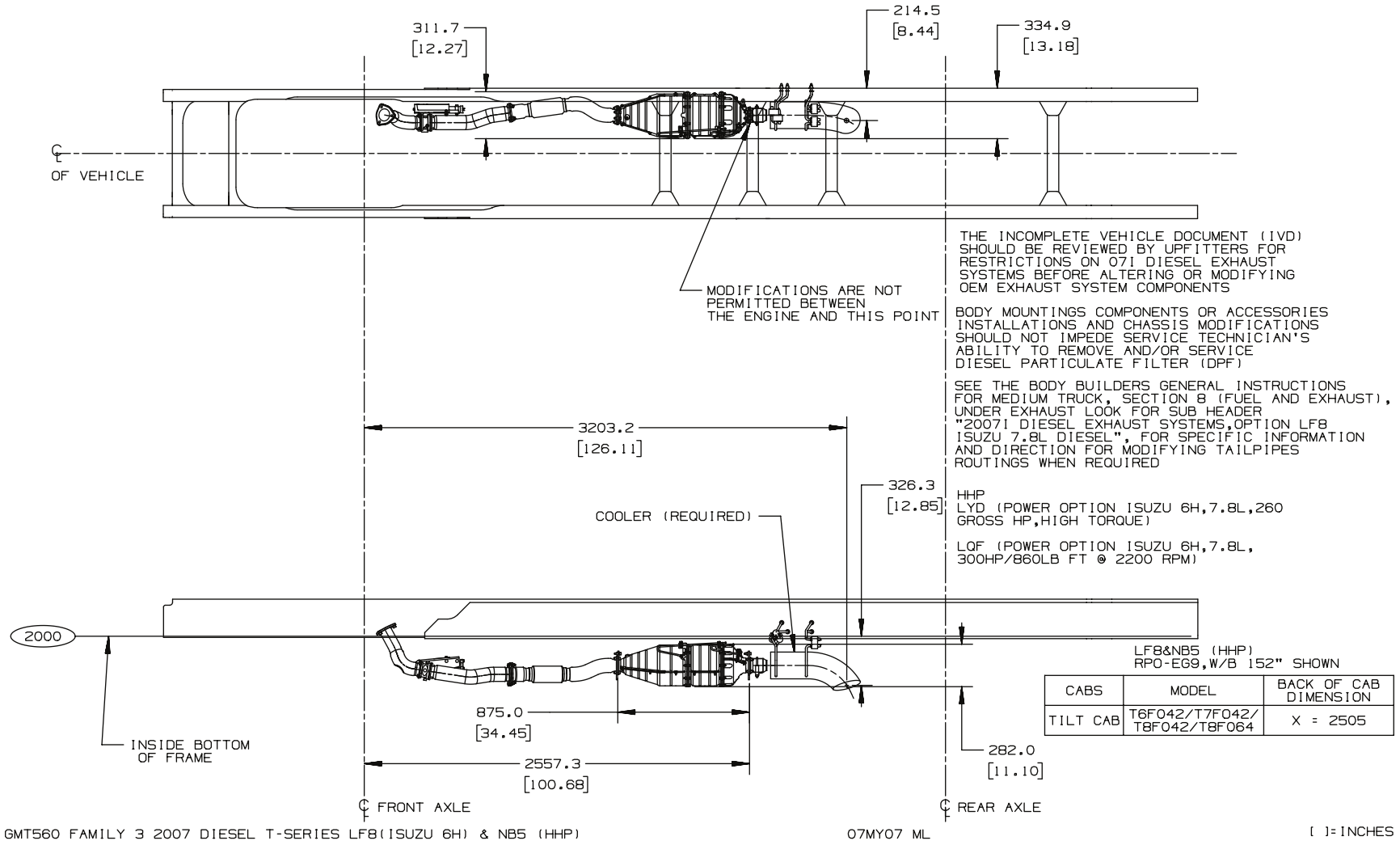
AND20446.18

Single Horizontal Exhaust, opt. NB5 & 7.8 Isuzu Diesel LHP & 152˝ and longer WB



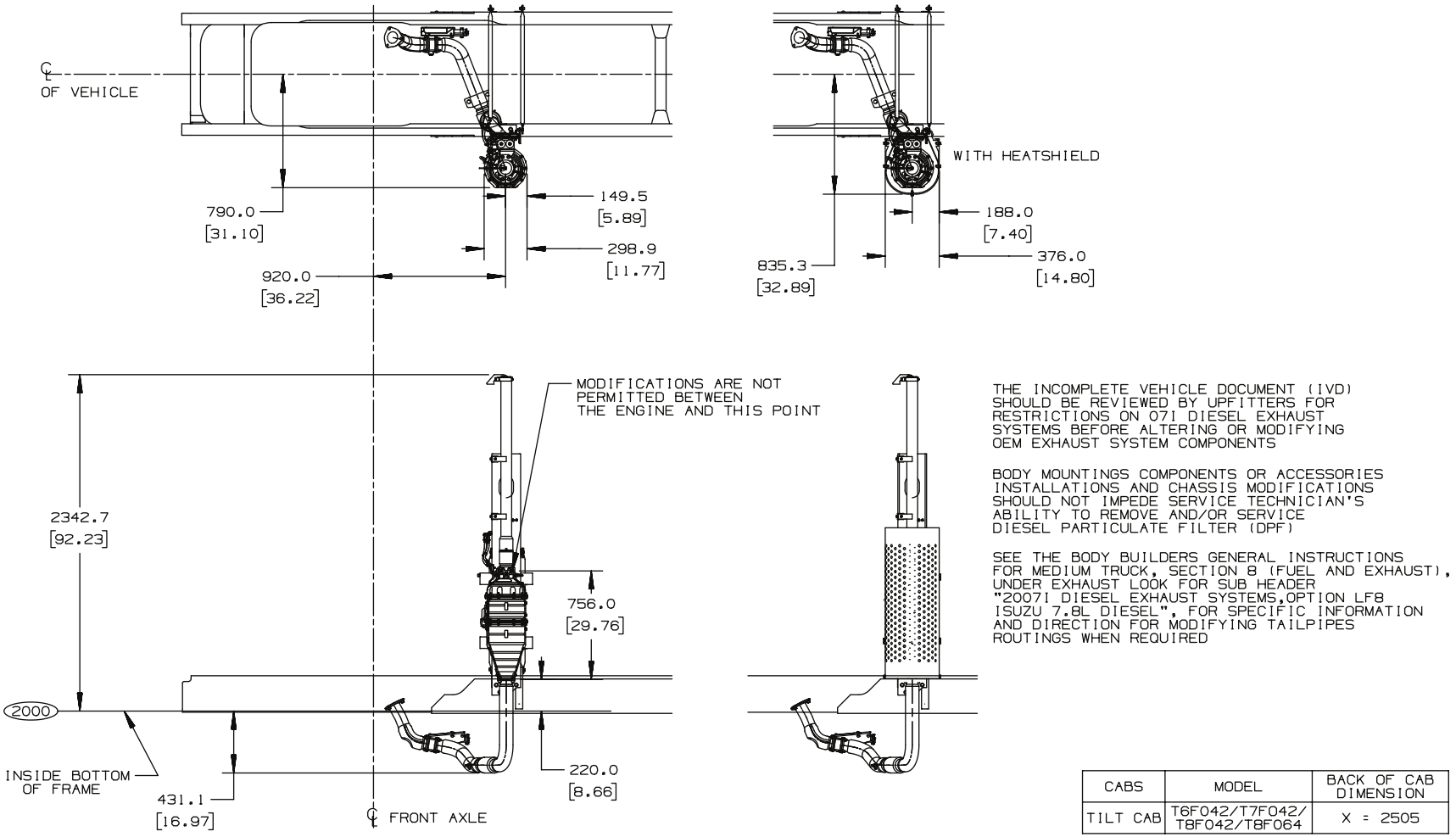
AND20446.17

Single Horizontal Exhaust, opt. NB5 & 7.8 Isuzu Diesel HHP & 152˝ and longer WB


311.7
[12.27]
214.5
[8.44]
334.9
[13.18]
℄ OF VEHICLE
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 07I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS
BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECHNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)
SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR MEDIUM TRUCK, SECTION 8 (FUEL AND EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2007I DIESEL EXHAUST SYSTEMS,OPTION LF8 ISUZU 7.8L DIESEL", FOR SPECIFIC INFORMATION AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED
3203.2
[126.11]
326.3
[12.85]
COOLER (REQUIRED)
HHP
LYD (POWER OPTION ISUZU 6H,7.8L,260 GROSS HP,HIGH TORQUE)
LQF (POWER OPTION ISUZU 6H,7.8L, 300HP/860LB FT @ 2200 RPM)
2000
LF8&NB5 (HHP)
RPO-EG9,W/B 152" SHOWN
CABS
MODEL
BACK OF CAB DIMENSION
TILT CAB
T6F042/T7F042/ T8F042/T8F064
X = 2505
INSIDE BOTTOM OF FRAME
875.0
[34.45]
2557.3
[100.68]
282.0
[11.10]
℄ FRONT AXLE
℄ REAR AXLE
GMT560 FAMILY 3 2007 DIESEL T-SERIES LF8(ISUZU 6H) & NB5 (HHP)
07MY07 ML
[ ]=INCHES

AND20446.16

Exhaust LH Vertical DPF, Tailpipe and Heat Shield – Exhaust opt. NEP, with Engine opt. LF8, 7.8L LHP Isuzu



THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 07I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS

BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECHNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)

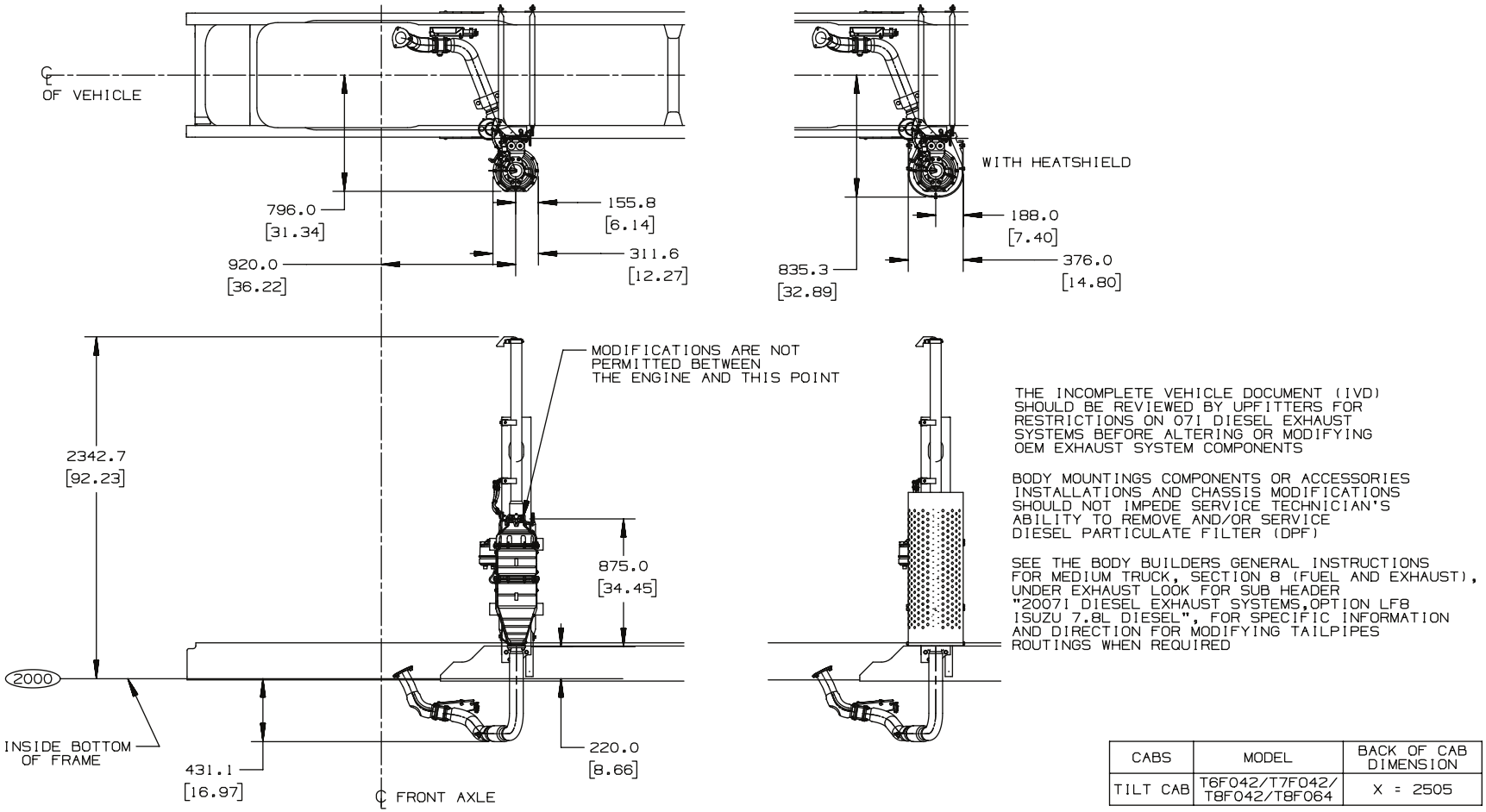
SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR MEDIUM TRUCK, SECTION 8 (FUEL AND EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2007I DIESEL EXHAUST SYSTEMS,OPTION LF8 ISUZU 7.8L DIESEL", FOR SPECIFIC INFORMATION AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

CABS	MODEL	BACK OF CAB DIMENSION
TILT CAB	T6F042/T7F042/ T8F042/T8F064	X = 2505

GMT560 FAMILY 3 2007 DIESEL T-SERIES LF8(ISUZU 6H) & NEP (LHP) 07MY07 ML [ ]=INCHES

AND20446.21

Exhaust LH Vertical DPF, Tailpipe and Heat Shield – Exhaust opt. NEP, with Engine opt. LF8, 7.8L HHP Isuzu



THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 07I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS

BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECHNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)

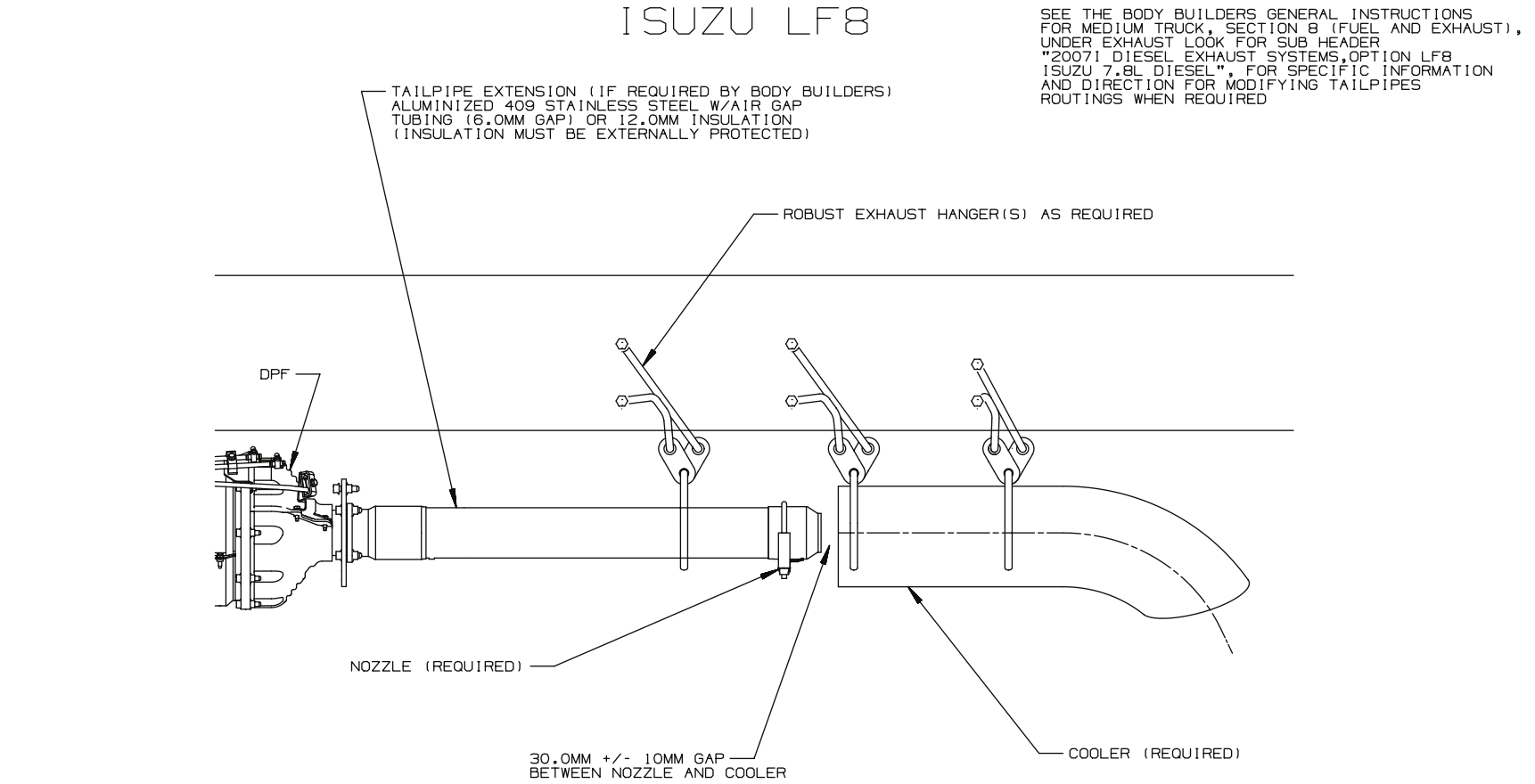
SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR MEDIUM TRUCK, SECTION 8 (FUEL AND EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2007I DIESEL EXHAUST SYSTEMS,OPTION LF8 ISUZU 7.8L DIESEL", FOR SPECIFIC INFORMATION AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

CABS	MODEL	BACK OF CAB DIMENSION
TILT CAB	T6F042/T7F042/ T8F042/T8F064	X = 2505

GMT560 FAMILY 3 2007 DIESEL T-SERIES LF8(ISUZU 6H) & NEP (HHP) 07MY07 ML [ ]=INCHES

AND20446.20

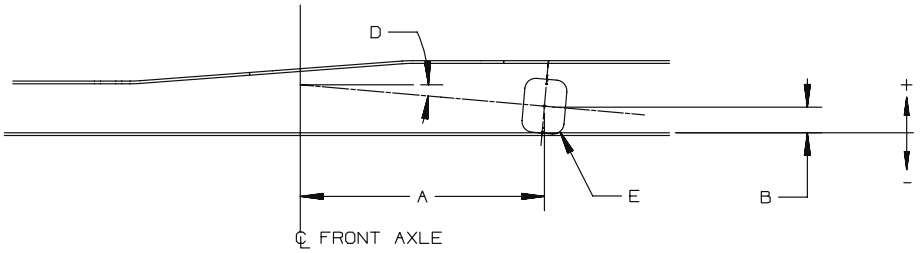
Exhaust LH Vertical DPF, Tailpipe and Heat Shield – Option LF8, 7.8L LHP Isuzu

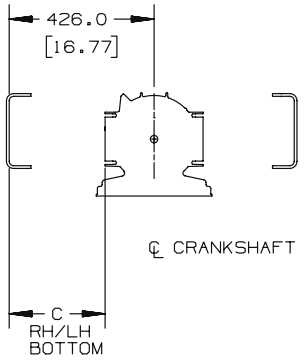

ISUZU LF8
SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR MEDIUM TRUCK, SECTION 8 (FUEL AND EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2007I DIESEL EXHAUST SYSTEMS,OPTION LF8 ISUZU 7.8L DIESEL", FOR SPECIFIC INFORMATION AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED
TAILPIPE EXTENSION (IF REQUIRED BY BODY BUILDERS) ALUMINIZED 409 STAINLESS STEEL W/AIR GAP TUBING (6.0MM GAP) OR 12.0MM INSULATION (INSULATION MUST BE EXTERNALLY PROTECTED)
ROBUST EXHAUST HANGER(S) AS REQUIRED
DPF
NOZZLE (REQUIRED)
30.0MM +/- 10MM GAP BETWEEN NOZZLE AND COOLER
COOLER (REQUIRED)

GMT560 FAM3 C-SERIES AND T-SERIES TYPICAL TAILPIPE MODIFICATION REQUIREMENTS ISUZU (LF8) 2007 07MY07 ML

AND20446.22

Manual Transmission PTO Location Charts





ENGINE	TRANSMISSION	LOCATION	DIM A	DIM B	DIM C	DIM D	DIM E	MODEL
LF8 7.8L DIESEL (2007i)	EATON FS5406 (MM7)	LH	1023.13 [40.28]	-252.07 [-9.92]	-316.07 [-12.44]	4.0°	6 BOLT	T600/700/800
		RH	1023.13 [40.28]	-252.07 [-9.92]	-316.07 [-12.44]			
	EATON FS6406 (MM8)	LH	1023.13 [40.28]	-252.07 [-9.92]	-316.07 [-12.44]	4.0°	6 BOLT	T600/700/800
		RH	1023.13 [40.28]	-252.07 [-9.92]	-316.07 [-12.44]			
	EATON RT8709 (MS9)	BOTTOM	969.64 [38.17]	-171.14 [-6.74]	279.0 [10.98]	4.0°	8 BOLT	T700/800
		RH	978.75 [38.53]	-40.8 [-1.61]	189.64 [7.47]		6 BOLT	
	EATON RT8908LL (MT3)	BOTTOM	969.64 [38.17]	-171.14 [-6.74]	279.0 [10.98]	4.0°	8 BOLT	T700/800
		RH	978.75 [38.53]	-40.8 [-1.61]	189.64 [7.47]		6 BOLT	

EXPLANATION OF LETTERED DIMENSIONS

A= FRONT AXLE TO PTO OPENING
B= BOTTOM INSIDE OF FRAME RAIL TO PTO OPENING
C= INSIDE OF FRAME RAIL TO PTO OPENING
D= DRIVELINE ANGLE
E= POWER TAKE OFF MOUNTING

GMT560 T600/700/800 300C06 JF [ ] INCHES

AND77068.8

Automatic Transmission PTO Location Charts

ENGINE	TRANSMISSION	LOCATION	DIM A	DIM B	DIM C	DIM D	DIM E	MODEL
LF8 7.8L DIESEL (2007i)	ALLISON 3000RDS (MWU)	LH	896.65 [35.30]	-12.80 [0.50]	-255.07 [10.07]	4.0°	10 BOLT	T600/700/800
		RH	896.94 [35.31]	-8.72 [0.34]	284.56 [11.20]			
	ALLISON 3500RDS (MWZ)	LH	896.65 [35.30]	-12.80 [0.50]	-255.07 [10.07]	4.0°	10 BOLT	T600/700/800
		RH	896.94 [35.31]	-8.72 [0.34]	284.56 [11.20]			
	ALLISON 3000EVS (MB5)	LH	896.65 [35.30]	-12.80 [0.50]	-255.07 [10.07]	4.0°	10 BOLT	T600/700/800
		RH	896.94 [35.31]	-8.72 [0.34]	284.56 [11.20]			
	ALLISON 3500EVS (MB6)	LH	896.65 [35.30]	-12.80 [0.50]	-255.07 [10.07]	4.0°	10 BOLT	T600/700/800
		RH	896.94 [35.31]	-8.72 [0.34]	284.56 [11.20]			
	ALLISON LCT2500 RDS (MPS)	LH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]	4.0°	6 BOLT	T600/700
		RH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]			
	ALLISON LCT2200 RDS (MBZ)	LH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]	4.0°	6 BOLT	T600/700
		RH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]			
	ALLISON LCT2350 RDS (MHE)	LH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]	4.0°	6 BOLT	T600/700
		RH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]			
	ALLISON LCT2550 RDS (MPQ)	LH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]	4.0°	6 BOLT	T600/700
		RH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]			
	ALLISON LCT2550 EVS (MPR)	LH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]	4.0°	6 BOLT	T600/700
		RH	1027.68 [40.46]	-3.88 [-0.15]	275.24 [10.83]			

EXPLANATION OF LETTERED DIMENSIONS

A= FRONT AXLE TO PTO OPENING
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GMT560 T600/700/800 300C06 JF [ ] INCHES

AND77068.9